Fit "TripleX" Reg'd - and be safe

The SPHERE

WITH WHICH IS INCORPORATED THE GRAPHIC

Vol. CCIV, No. 2668
MARCH 31, 1951

McVITIE & PRICE

Biscuits of Highest Quality

EDINBURGH • LONDON • MANCHESTER

By Appointment Cyder Makers to H.M. KING GEORGE VI H.M. QUEEN MARY
William Gaymer & Son Ltd., Attleborough & London

Gaymer's CYDER

Famous for over 300 years

PADDY

10 YEARS OLD WHISKY

The Cork Distilleries Co. Ltd., Cork, Ireland

THE ARISTOCRAT OF LIQUEURS

Drambuie

THE DRAMBUIE LIQUEUR CO., LTD., 12, YORK PLACE, EDINBURGH

Limited supplies are distributed as fairly as possible.

A cup of

HARDEN'S CEYLON TEA

—"just what the DOCTOR ordered"

Harden Bros. & Lindsay Ltd., 121 Cannon Street, London, E.C.4

TENNENT'S LAGER

TRADE MARK

—Enjoyed the world o'er—

BEER AT ITS BEST

BY APPOINTMENT TO H.M. THE KING.

Red Hackle

DE LUXE SCOTCH WHISKY

PROPRIETORS Hepburn & Ross GLASGOW

OTARD

Cognac

THE BRANDY WITH A PEDIGREE

ALL CLASSES OF INSURANCE TRANSACTED

UNITED BRITISH INSURANCE COMPANY Ltd.

BYRON HOUSE, 7/9, ST. JAMES'S STREET, LONDON, S.W.1

Presented by Arthur Guinness, Son & Co. Ltd., Park Royal, N.W.10

G.E.1650

Volume CCIV No. 2668 The SPHERE, London, March 31, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THE PRIME MINISTER GOES INTO HOSPITAL—MR. ATTLEE, ACCOMPANIED BY MRS. ATTLEE, AS HE ARRIVED AT ST. MARY'S HOSPITAL, PADDINGTON, WHERE HE SPENT THE EASTER HOLIDAYS UNDER MEDICAL OBSERVATION : The Prime Minister underwent treatment for duodenal ulcer in 1948, and it is for that reason, and because of the strain of a heavy Parliamentary session, that his doctor advised this latest visit to hospital.

With the coming of the Easter Parliamentary recess, Mr. Attlee's Ministers, wearied by long nights in the Commons and the ever-increasing strain of parliamentary duties under Opposition attack, all took brief but much-needed holidays. Mr. Harold Wilson, President of the Board of Trade, left for Cornwall to stay with his parents ; Mr. Ernest Bevin set off for Eastbourne ; Mr. Chuter Ede, the new leader of the House of Commons, went to Llandudno ; and Mr. Morrison, the new Foreign Secretary, left for "somewhere in the country." With Budget day less than three weeks away, Mr. Gaitskell decided to remain at his Hampstead home, working. Mr. Attlee himself went into hospital, and as this picture shows, he strode briskly into St. Mary's, Paddington, there to occupy the same room which he occupied in 1948 and to receive the ministrations of the same staff. Mr. Attlee set himself one task while in hospital—to write the script of his Party Political Broadcast, which he arranged to deliver this Saturday (March 31). For the rest, instructions were given that Mr. Attlee was not to be disturbed, all inquiries being diverted to 10, Downing Street.

Postage—Inland, 2d. ; Canada, 1½d. ; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

You Never Can Tell.—

I am sure that none of the principal sponsors of the North Rhodesia loan at his most pessimistic anticipated such complete apathy on the part of the investing public. The underwriters were left to hold 94 per cent. of that attractive baby. The terms were more attractive than the South Rhodesia loan offered at the end of January, of which the public took up only about half. The Kenya loan, on the other hand, was scrambled for. It looks as if it would pay the City houses to run a Gallup poll before they handle new issues. I am not much wiser (after an explication) of the value of these public-opinion polls, but I can't help thinking that a "City" poll of that sort would be easier to conduct as an accurate cross-section test than a political or general poll. But such a poll can take no note of the conditions of the market on the day of issue, a sudden fall in gilt-edged, for example, might make nonsense of what a day before seemed a worth-while discount. That is rather like the theory that a General Election may be decided not by political or economic issues, but by a heavy shower in the afternoon of polling day; as indeed I believe it sometimes is. The historian of our times will one day footnote that in March, 1951, 4 per cent. Consols stood around par. What does that fact tell Mr. Gaitskell? What will it tell his grandchildren? Nothing very material.

Honour the Brave *Now*.—

Sir B. Horrocks came out strong the other day with a plea for a more immediate recognition of courage and initiative in war. The soldier who has distinguished himself in a campaign is human enough to wish to "show his medals" in the field. As things are, he may have to wait to handle the bauble and even to put the ribbon up until he has returned to Civvy Street. If you examine the statistics of medals still unclaimed from the last war—the numbers are extraordinarily high—you will appreciate that punctuality is the essence of such awards and that interest in the "baubles" dies away very soon after the battles end. Korea is a nasty battlefront. Up to February 20, British soldiers (*pace* Sir B.) had received precisely seven decorations, all of them but two awarded to officers; no private soldier had received any decoration. Does that mean that initiative is most encouraged in the officer class in basic training? The recruit "on the square" in his early training is certainly told still by the drill sergeant: "I 'm the man that does the thinking 'ere," and "You 're not paid to think, but to obey." Odd, then, that initiative is so prized in battle; or perhaps not so odd in the ranks? But that is a side issue and need not be taken too seriously. What is more important is the recognition of a very human trait in soldiers and human beings—the natural desire to have something to show for it if merit has been acknowledged, and to show that something when memory is fresh, and not in a glass case on the chimney-piece long afterwards. Sir Brian, recognising the Army tradition in these matters, which is slow to change, urges that his object could in some sort be attained by awarding a flash, or combat badge, identifying (for all to see and admire) our men who have borne the brunt for Britain in these bloody wars.

A Needed Recess.—

We heaved a sigh of relief when Parliament rose. Tempers had become unusually frayed and manners abnormally bad. The proceedings had become all too like the fourth form at St. Dominic under the French master. Do you remember (only a few months ago) the lovely things they said on both sides of the House about the dignity of the Mother of Parliaments and the good fellowship and grand democracy of our party system? I invited you to remember it at the time, so that you could be sure of an early and hearty laugh. At any rate, our legislators are *human*. They are no more remarkable for keeping good resolutions than you and I. But let us not talk of *nadirs* and records in bad manners and bitterness. These outcrops have occurred over centuries. The worst of the Irish troubles produced far rougher scenes. "Dizzy" and Gladstone and their followers cursed each other with even uglier abuse. And even the great Queen Victoria found some choice expletives with which to blast some of her Ministers and Opposition when they failed to please her. None the less, the country is only too well aware of the underlying dog-fight. On the surface, Parliament is battling for the nation's survival, political and economic. Underneath there is a party dog-fight over the bone called Power. The protagonists on both sides realise that they are getting no younger. Place and power are ageing agents, the wilderness is a weariness of the flesh. At the moment the Government in power has a bad Press and a change of Government would probably result from a General Election in April. Both sides know this, and the Opposition dog is doing its damnedest to force the sitting dog out of the kennel where the bone is. It 's all very edifying and dignified and brotherly in the finest club in the world. Oddly enough, you and I on paper decide which dog shall enjoy the bone and live in the kennel. But when it comes to turning the sitting dog out, we have to await the result of a dog-fight, maybe for years. We may not haul on the chain.

The Cares of Office.—

I have never doubted that in the stress of modern politics five years of prime responsibility is too much for human endurance. The strain of tremendous responsibility under modern conditions was first made apparent after World War One, when many military commanders died untimely when the strain relaxed after 1918. In old days communications were more primitive; the telephone and wireless, aeroplanes and other horrible inventions, were in the future or half-fledged, and the general, the statesman and the ambassador made their plans, announced their decisions, or otherwise did their stuff, and then "went fishing" or retired to their country houses and waited for results. They had no more to do till the issue was decided. All that is changed. No modern leader can "go fishing." He is at the end of the wire all day and night. He is never cut off. I am sure that note should have been taken of this new feature years ago, even to the extent of reducing the life of a Government to three years again from five. In Mr. Attlee's administrations since 1945, the casualties among the leading statesmen have been remarkable. How fast has brother followed brother from Whitehall to the hospital! Cripps, Bevin and Attlee and the Speaker have paid the penalty of too much non-stop anxiety; for no doctor in the world would deny the effect of mental strain on bodily health. No doubt it is magnificent for a statesman who believes that he alone can save his country to carry on in office when his health is breaking up, to be ready to die in harness. But, if he have even a *scintilla* of doubt whether after all he is indispensable, whether perhaps someone else might not do his job as well or better, his obstinacy is not so much magnificent as egotistical or misplaced. It is indeed very remarkable that so little note has been taken of the appalling difference between supreme responsibility in the days of Gladstone and under modern conditions of non-stop, relentless concentration on the hour to hour vagaries and details of a dozen major crises of the day—it is bad for the nation, if a Government, clinging too long to office, kills off its best men and leaves the country to be guided by its mediocrities.

Political House-Cleaning.

—I observe that in the States there is a growing clamour for a political house-cleaning in Mr. Truman's administration which Republicans now call "moral bankruptcy." Some such minor clamour must be audible now as regards British politics. Something is very wrong; a clean-up and a new start are very necessary, but I should be very sorry to stand forth as the man with a duster. I confess to profound disillusionment with our Parliament and Party system. Part of my disillusionment no doubt is due to irrelevant causes. I have found the B.B.C. party broadcasts utterly detestable. They have lowered the stature of almost all the statesmen, and others, who have contributed to them. They have shown up the mediocrity of public men and their minds, brought out the little ends of men in power and thirsting for power. They have revealed if not a moral, at least a political, bankruptcy and have reduced our statesmen to the level of schoolboy debaters. As I have said, I am ready to believe that this is a personal prejudice, irrelevant to the larger issue—the present *malaise* in the working of our system. It is not a new disease. It has recurred for generations. The fact is, our party system can carry on well enough, even when the *malaise* is severe, in times of peace and even in times when national danger is not acute. When, as now, danger is acute, the system doubles the danger. How to cure it is another matter. The Conservatives believe the only way before them is by harrying the Government to the breaking point and forcing a dissolution. They are right in so far as an early appeal to the country to give us a stable Government is essential to our survival. The Liberals and many others think this policy "not cricket" and suicidal to the good name of politics. And it will be remembered that at the end of Pitt's career Grey shrank from that very form of sniping at Pitt and Addington and left the job to his junior followers. On the other hand, even the Liberals argue that the only policy which to-day can justify the Government in clinging to office, when its "mandate" is used up or torn up by the electorate, is by promoting no legislation which is not *national* in the sense of receiving support even from the Opposition. At a time like this, national unity is far more important than party gain; and every hour Parliament should be mortgaged to essential matters of defence and economy. Even so, the policy of hanging on by the eyelids could never be justified for more than a matter of weeks, to bridge a gap before a convenient date. The nation is entitled to *choose* its Government when a crisis of first magnitude arises, even in the early life of a Parliament. Our Party system does not envisage that right.

A Million More or Less.—

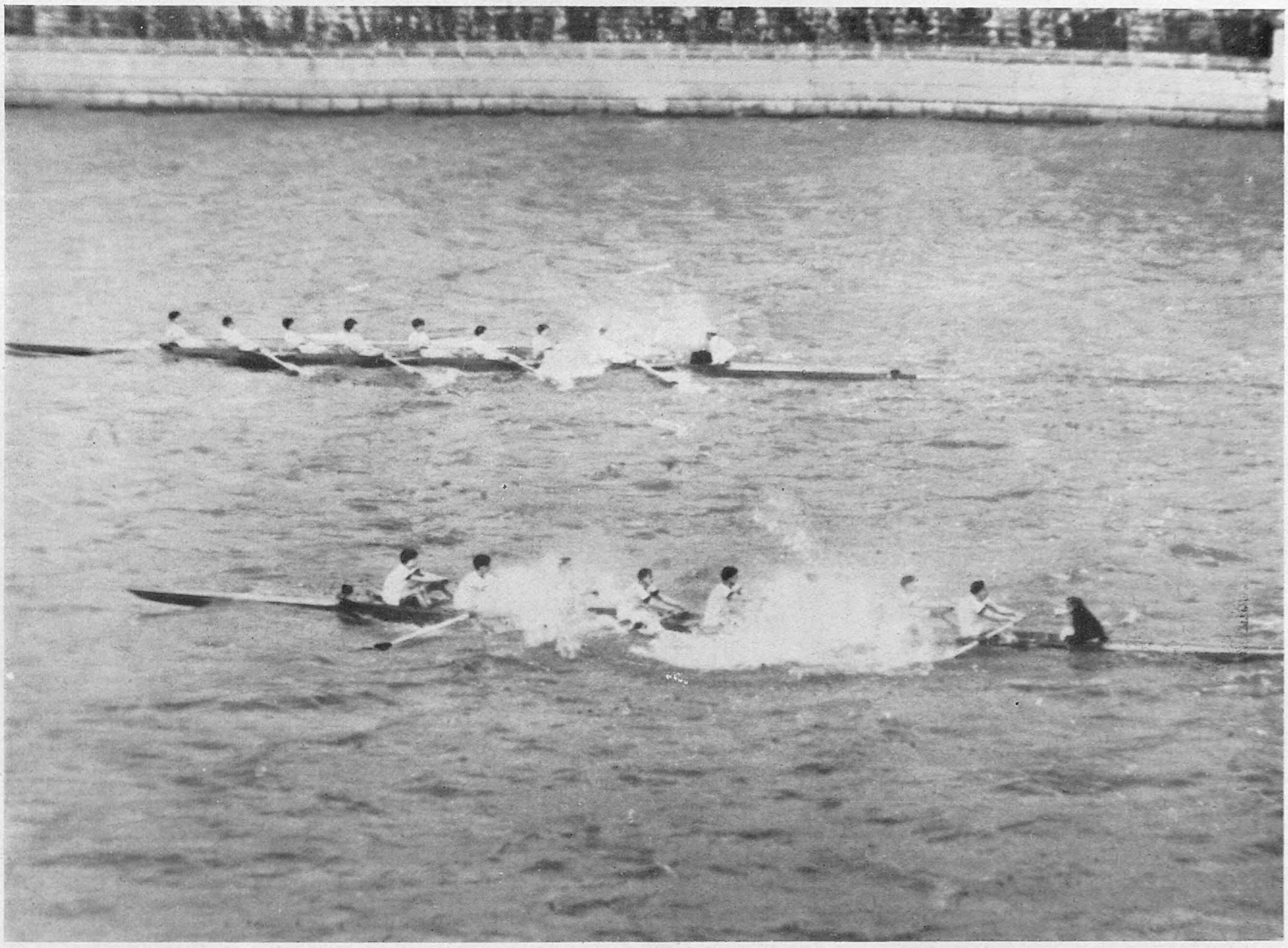
Festival Morrison found his last question on the business of the Festival embarrassing. A fortnight before he had estimated the cost of the Festival Gardens at £1,600,000. Now he had to admit that it would be £2,500,000 at least. He was "quite cross," although the miscalculation could be explained by the usual bad-luck story which the Labour Government has ever-ready on the tip of the tongue. The rains came, prices rose, men downed tools for higher pay. Just so. But even under Labour's rule it sometimes rains, and Government supporters sometimes strike, and prices rise. Unsponsored private venturers allowed for such possibilities, or their shareholders, who had to foot the bill, had something to say to the Board. But now those bad old days are over, the taxpayer foots the bill, his purse is bottomless, a million here or there is mere chicken food. I wonder what the Treasury, in the bad old days of Edward VII., would have said of this little miscalculation, and the utter lack of official watchfulness which made it possible for Mr. Morrison to make a fool of himself inside a fortnight as a result of two "official" answers in the House. In those bad old days, an error of £1,000 was a subject for inquiry, a leakage of £50 of public funds was hunted down and exposed. In those days the Treasury was "a beast, but a just beast." To-day I suppose it is chained up and muzzled. The planners dip their hands in the till and "a million more or less" for nuts or paddle ponds makes no matter.

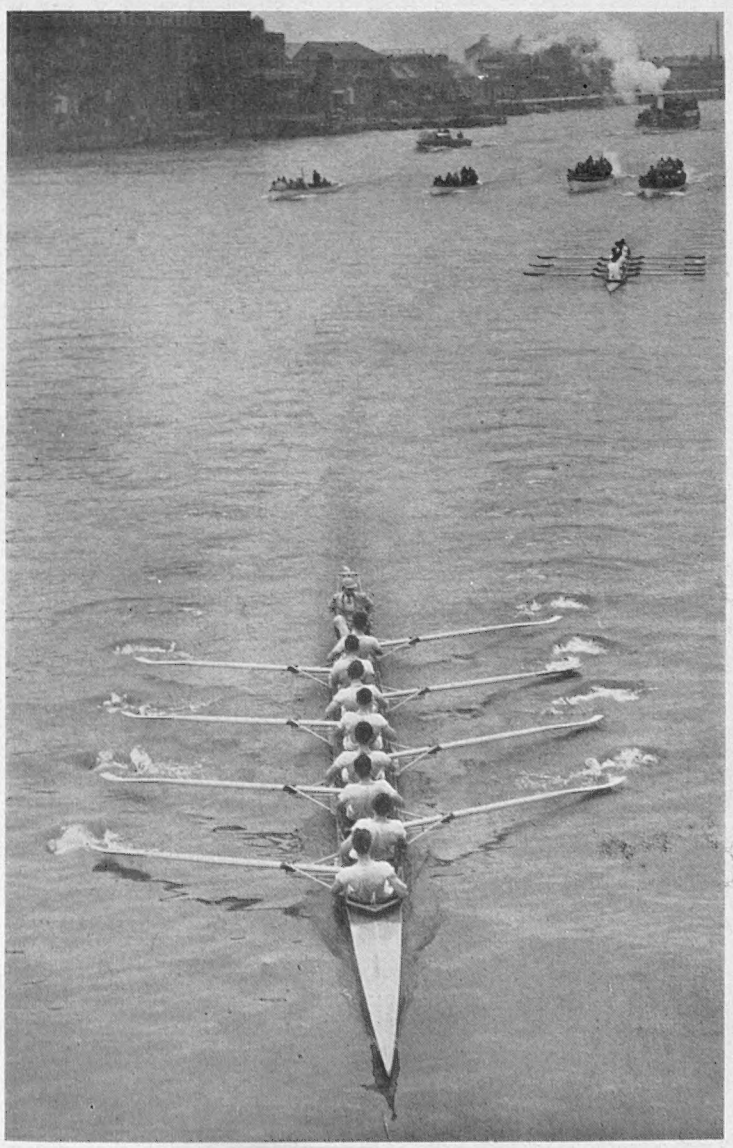
Spanish Ambassador.—

Duke succeeds Duke at the Spanish Embassy. We welcome Duke of Primo de Rivera as Ambassador. We regret the loss of the Duke of San Lucar, so long Chargé d'Affaires and a familiar figure in London for decades as Viscount Mamblas. Some of his friends over here fear he may find life in Berne dull after London. I think it will be up to him. In these last dismal years in London, he, I think, was chiefly responsible for providing our capital with the chief sweets of cultured entertainment, of which "society" in London once had the trick. He was indeed in the succession of Madame de Lieven in the Reform Bill era.

THE OLD STAGER

THE FIRST SPANISH AMBASSADOR IN LONDON SINCE 1947—DON MIGUEL, DUKE OF PRIMO DE RIVERA, MARQUIS DE ESTELLA, WITH HIS WIFE MARGOT, DAUGHTER OF THE MARQUIS DE MARSALES, AT THE SPANISH EMBASSY IN BELGRAVE SQUARE: The Duke and Duchess have just arrived in London at the start of Don Miguel's mission at the Court of St. James's. The new Ambassador is the son of the Spanish Dictator-General, Primo de Rivera, who in 1923 seized power, suspended the Constitution and set up a military dictatorship. He died in 1930. Don Miguel has been Governor of Madrid and Minister of Agriculture under Franco. His brother, the founder of the Falangists, was shot by the Republicans. (On page 455 of this issue will be found pictures of the new British Ambassador to Madrid arriving to present his credentials.)

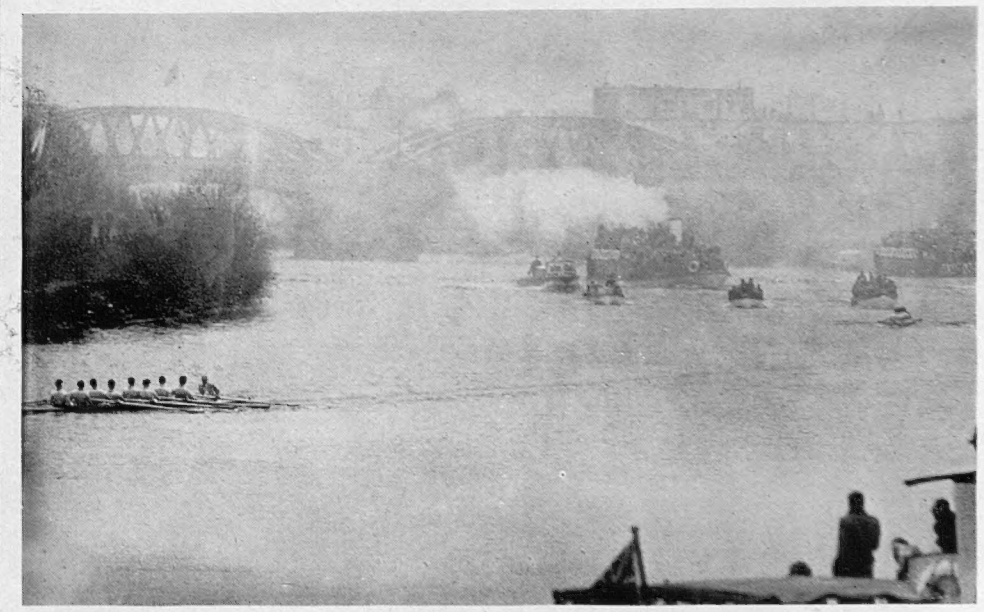




A FEW SECONDS AFTER THE START OF THE MOST SENSATIONAL BOAT RACE OF MODERN TIMES: Oxford (nearest camera) making heavy weather of it, while Cambridge were in less noticeable difficulty as they set out along Putney Reach with the wind almost ahead. Oxford were struck by a major disaster almost at the first stroke, spray obscuring the bows as water, lashed by the wind, broke over the boat. The Oxford boat was more than half-waterlogged in the first minute, and as Cambridge went ahead despite the trying conditions, Oxford began to sink. Oxford actually sank off Beverley Brook (after 2½ minutes), a fate that has not befallen a boat-race crew since 1925. The Umpire (the Bishop of Willesden) then went forward and told Cambridge to stop rowing, declaring that it was no race. The race was re-rowed on Easter Monday in very much better conditions, and, with practically no tide running and a light south-westerly wind blowing, Cambridge won in excellent time by a margin of at least twelve lengths. In this re-row both crews got away to a good start and for a time Oxford held their own by maintaining a higher rate of stroking, but Cambridge rhythm cum precision was the dominant factor, and at the mile post they had a clear lead of seven seconds.

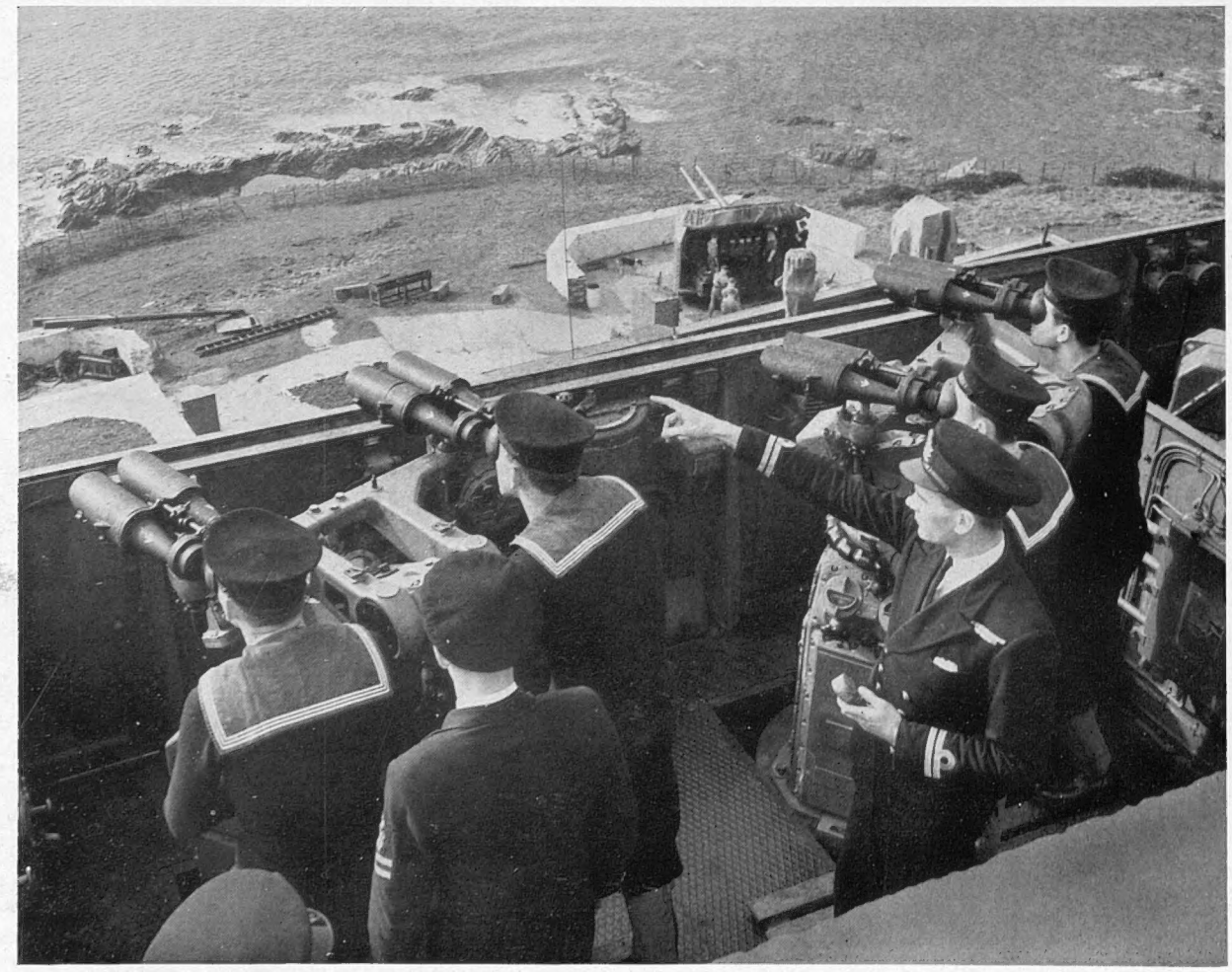
THE BOAT RACE DISASTER AND THE EASTER MONDAY RE-ROW

Oxford Sink in the First Mile, and "No Race" is Declared; Cambridge, Rowing with Perfect Precision, Win the New Race Held Two Days Later



THE RE-ROW ON EASTER MONDAY, WHEN ANOTHER VAST CROWD LINED THE TOWPATH AND SAW CAMBRIDGE DEMONSTRATE THEIR MAGNIFICENT RHYTHM: *Left*—Cambridge with a handsome lead as they approached Hammersmith Bridge. Up to this point Oxford had hung on gamely, but it was quite obvious that the Light Blues were the better trained watermen, and, without increasing their rate of striking, they forged ahead. *Right*—The end of the race, with Cambridge rowing in easy winners by twelve lengths. All round the last bend from Barnes Bridge Davidge whipped the Oxford rate of striking up to 35, but no impression was made on Cambridge. The Cambridge crew, as the winners, have now accepted the invitation to race in the United States against Harvard and Yale on April 14 and 19 respectively. Their boat was crated immediately after the race to be shipped to America.

ON THE ROYAL NAVAL GUNNERY RANGE AT WEMBURY, THE GUNNERY CONTROL POSITION SITUATED ON THE SLOPES OF THE POINT BETWEEN THE ENTRANCE TO THE RIVER YEALM AND PLYMOUTH HARBOUR: Here officers receive training in directing fire, and naval gunners get their first actual firing experience, while others attend for refresher and promotion courses in specialised grades. The Wembury range is developed out of the A.-A. gun station there which played its part in the wartime defence of Plymouth. Lately Wembury has proved important in training the Navy in the new techniques of fire control which have come into being with the development of radar.



RATINGS UNDER TRAINING MAN THE GUNNERY-CONTROL POSITION: In the foreground, holding the microphone, is the Gunnery Officer who is in touch with the gun detachments seen manning the twin 4-in. guns lower down the slope. These guns are capable of low-angle and high-angle fire, seen and unseen, that is to say, by visual and radar lay.

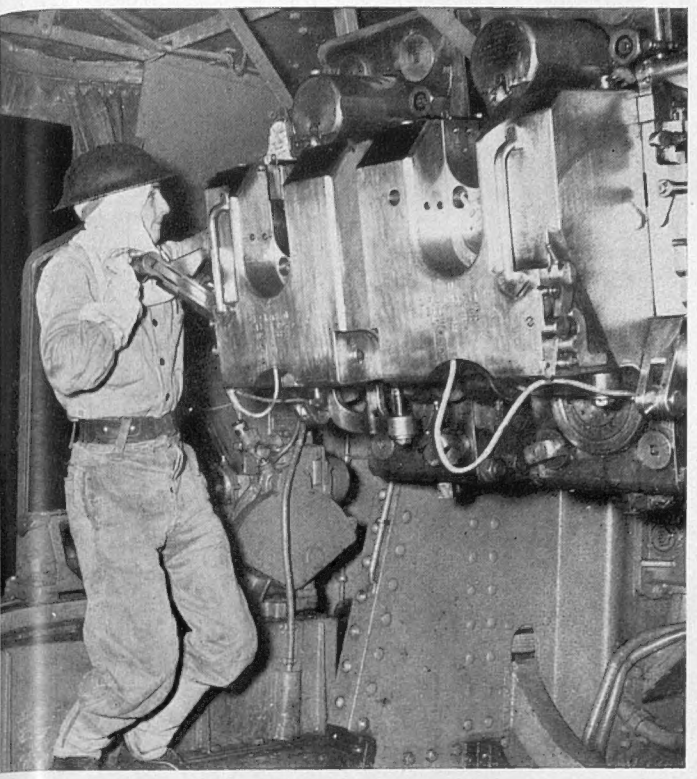
WITH THE NAVY'S GUNNERS AT WEMBURY

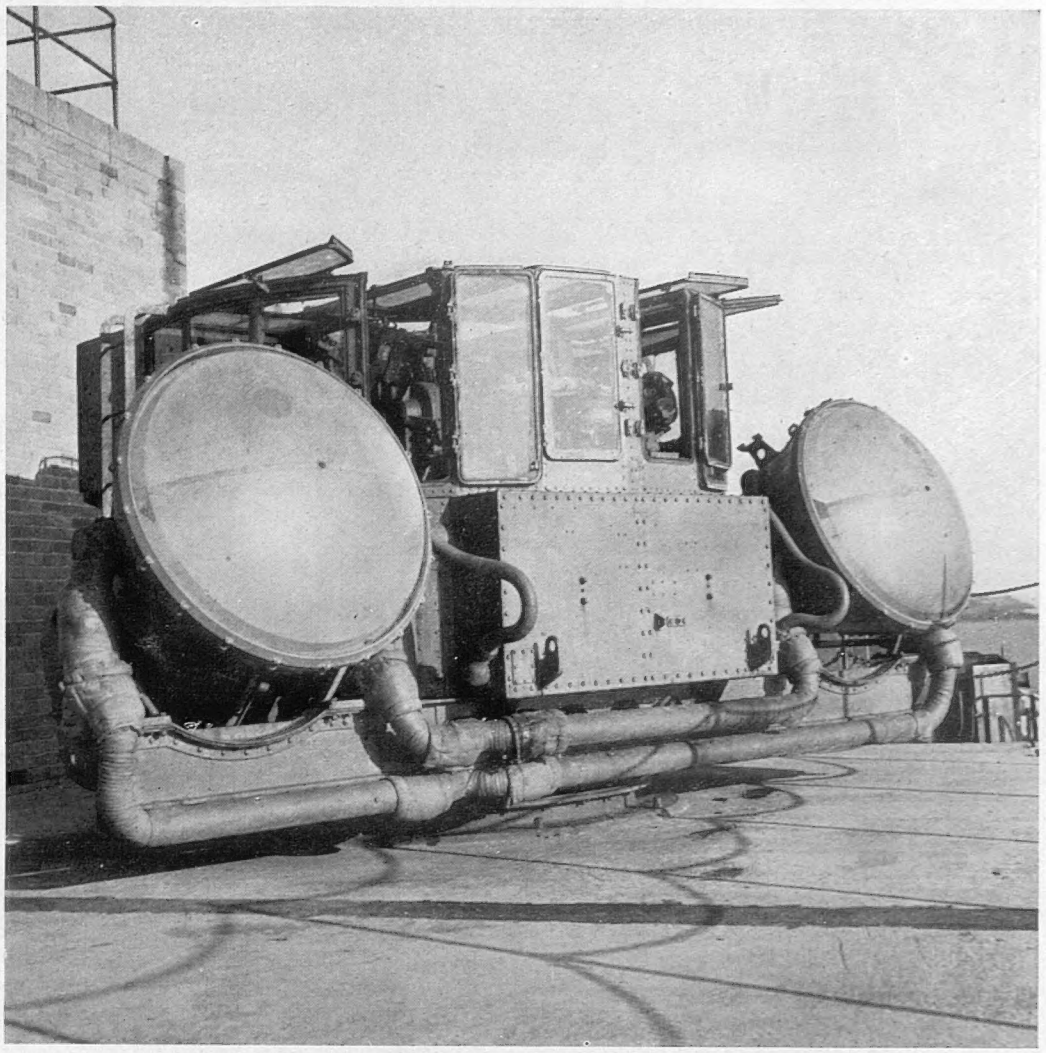
Firing at Towed Targets from the Range Near Plymouth

Britain has always prided herself on her naval gunnery, and ever since the days when Churchill was first at the Admiralty and Lord Fisher was First Sea Lord this branch of the work of the Senior Service has been concentrated upon as never before. To-day at Wembury the young gunners of the post-war Navy receive their baptism of fire on land, and there, in addition to becoming accustomed to the sound of the guns, they learn the new techniques of unseen fire made possible by radar development. The steep seaward slope of the point at Wembury is to all intents and purposes like the fighting top of a modern warship. There, guns, control positions, range-finders and radar equipment have been laid out, so that now when standing aloft on the bridge with the radar probing, the guns firing, the breezes blowing, and the sound of the sea beating upon the rocks below, it is easy to get the feel that one is afloat.

On a clear day the Eddystone lighthouse stands out eleven miles away, and all is peaceful until the target-towing destroyer appears flying a balloon which reflects the radar signals. Course and speed are plotted, complicated prediction equipment which determines future position, and then the guns open up with a tremendous roar.

It is all most efficient, an example of superb timing, and it demands drill of the highest order, for with these new techniques there cannot be one weak link in the chain from the moment when radar gets on target to the moment when the order to fire is relayed to the guns. The training and refresher courses at Wembury are obviously designed to see that those weak links, if any, are eliminated, so that the young sailors who go to sea will be as near as possible drill-perfect.





THE NO. I OF THE GUN CLOSES THE BREECH AFTER THE COMPLETION OF NIGHT-FIRING OPERATIONS AT WEMBURY : This is far from being the most modern type of quick-firing equipment, but it provides admirable training for the young gunners of the Navy who visit Wembury for their baptism of fire. Nowadays automatic fuse-setting, loading and ejection are a commonplace in both the Navy and the Royal Artillery, and guns of over 4-in. calibre, operated by remote control, are capable of sustained fire at twenty-four rounds per minute. *On right*—Part of the radar equipment as used at Wembury and on modern cruisers. Within a few seconds of a radar target being spotted guns and instruments can be brought on to target, and fire at an unseen target can be carried through with precision equal to anything achieved in visual fire.

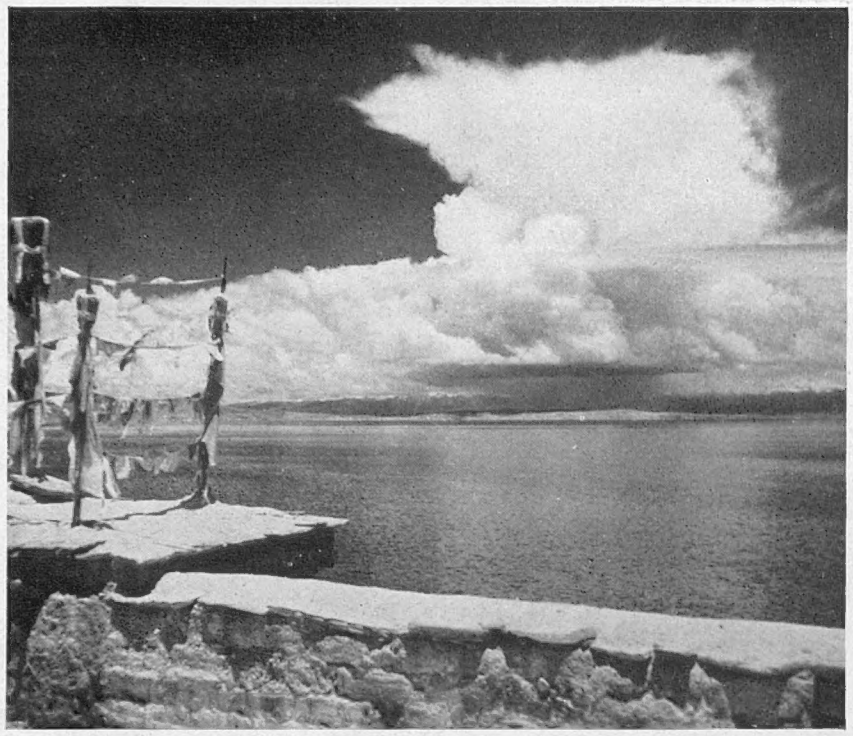
PRACTICE FOR THE AMMUNITION NUMBERS AT THE GUN EMPLACEMENT : Loading twin 4-in. guns can be an exhausting business, and the one essential for the ammunition numbers is complete precision. With the practice equipment seen in this picture, shells have to be placed before loading in the hand fuse-setters seen on left and right of the breech mechanism. These fuse-setters were employed during the early part of the Second World War until the perfection of the mechanical equipment which speeded up the whole cycle of fuse-setting, loading and ejection. The ammunition numbers seen here wear loading gloves, as they have to punch the shells home by hand.

PEAKS OF THE HUNDES

NEW PICTURES FROM THE UNKNOWN LANDS OF WESTERN TIBET

Still Unnamed and Unclimbed Peaks Upon the Roof of the World

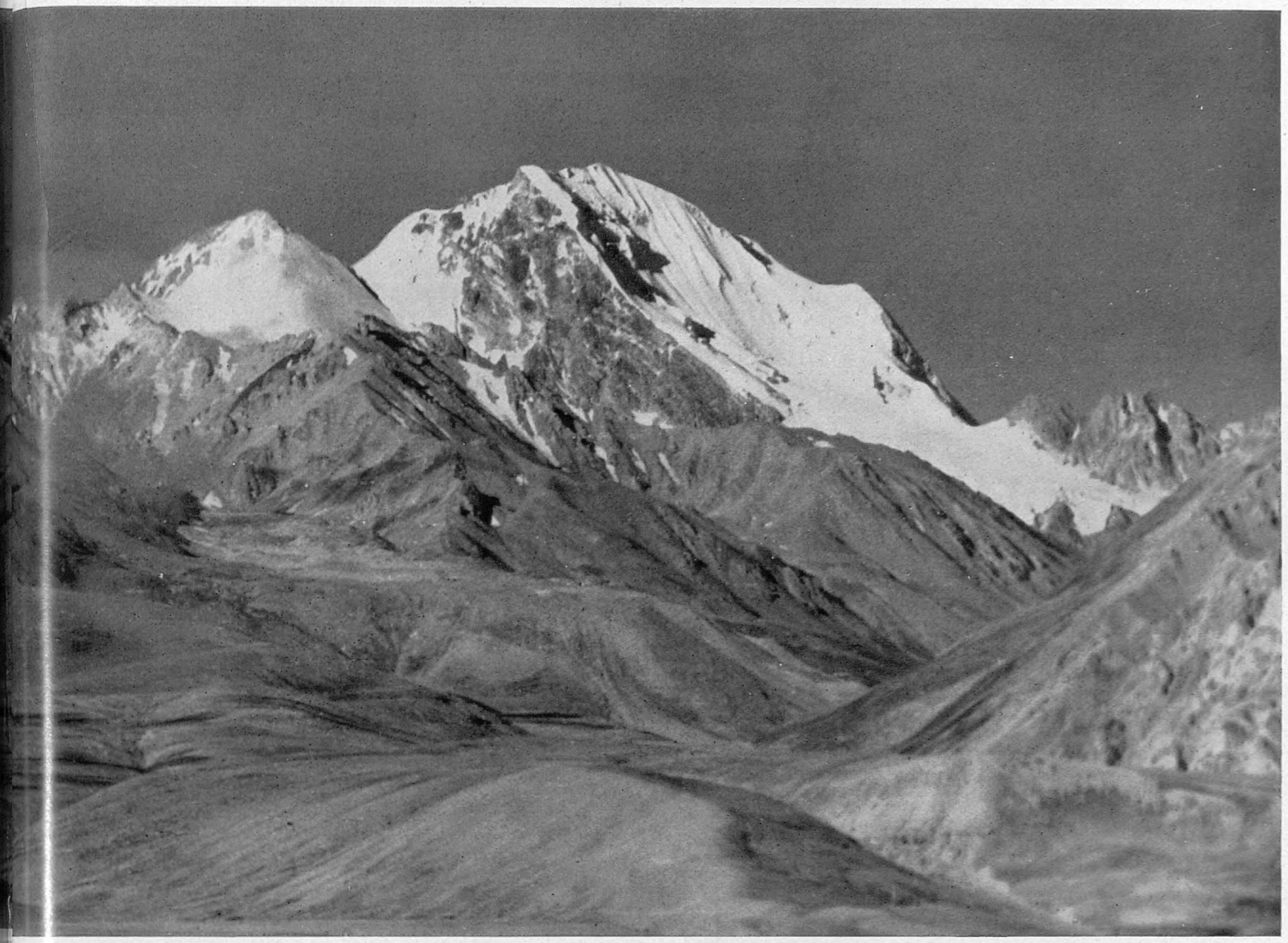
North of the Himalayas, in the mysterious land of Western Tibet, is the Province of the Hundes or Nari Khorsum, where the Sutlej River, which becomes the largest of the five rivers of the Punjab, rises among the sacred lakes of Manasarowar and Rakas Tal, and amid an impressive series of great peaks. On the one hand are the monarchs of the Himalayas, among them Nanda Devi and Kamet, and on the other, the lesser-known and hardly less majestic peaks of the Hundes, among them the curious and beautiful citadel of Kailas. To the Tibetans this is sacred country, for in the waters of the Manasarowar they carry out their ceremonial immersions, and after death the bodies of the wealthy are taken to the source of the Sutlej, there to be consumed by the vultures. Mr. Frank Thomas, an American traveller, has recently returned from a visit to this little-known land, and some of the pictures he has brought with him are of first-rate topographical importance, among them photographs of unclimbed and unnamed peaks in the eastern part of the Hundes. Mr. Thomas's photograph of Mount Kailas from the north is particularly striking, and the only misfortune is that bad weather hindered the view, and the summit of the impressive citadel is not fully revealed.



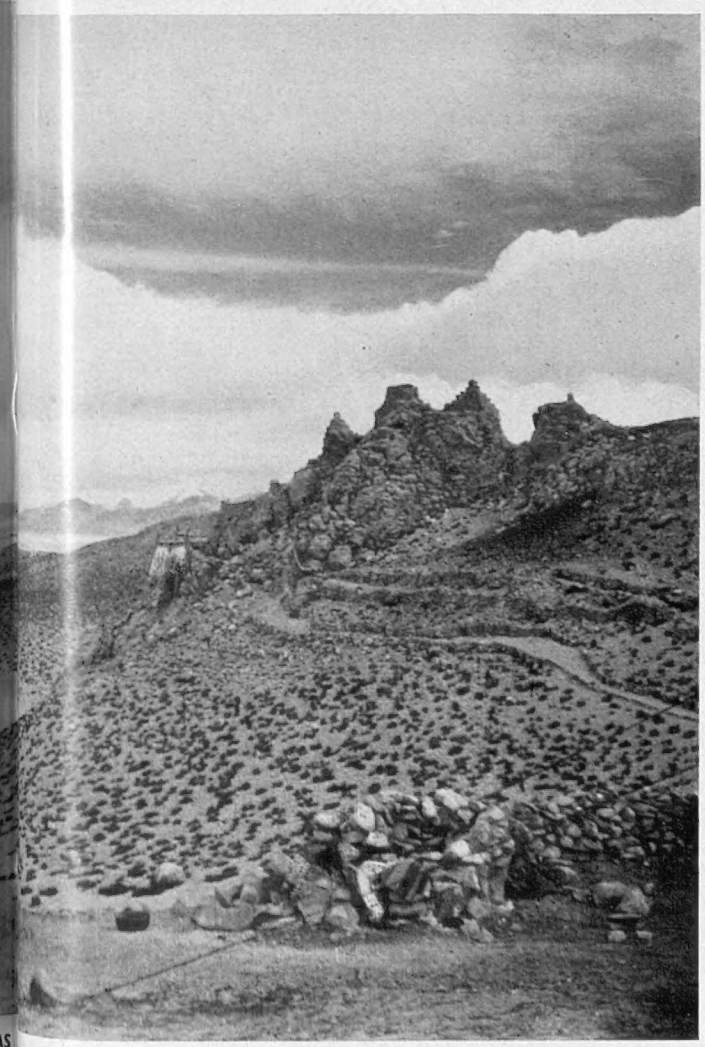
ON THE WATERS OF THE MANASAROWAR, ONE OF TWO ADJOINING LAKES WHICH LIE IN THE HUNDES OR NARI KHORSUM PROVINCE OF WESTERN TIBET IN PLATEAU COUNTRY BETWEEN THE GREAT PEAKS OF NANDA DEVI AND KAILAS: The Manasarowar Lake, a popular spot among Tibetans in summer for bathing and ceremonial immersions, lies at a height of 15,000 ft. In winter it is a 200-sq. mile sheet of ice, and few people are to be seen round these desolate shores. This picture, together with the others on these pages, was taken by Frank Thomas, an American who has lately returned from Tibet.

MOUNT KAILAS VIEWED FROM THE NORTH—A GREAT PEAK OF THE HUNDES. REMARKABLE FOR ITS ROUNDED CITADEL: Mount Kailas, towering to over 22,000 ft., lies in the centre of the northern chain of mountains running parallel with the Himalayas. An explorer standing on the summit of Mount Kailas would look across the valley of the Sutlej, upon the awe-inspiring heights of Nanda Devi and Nanda Kot.

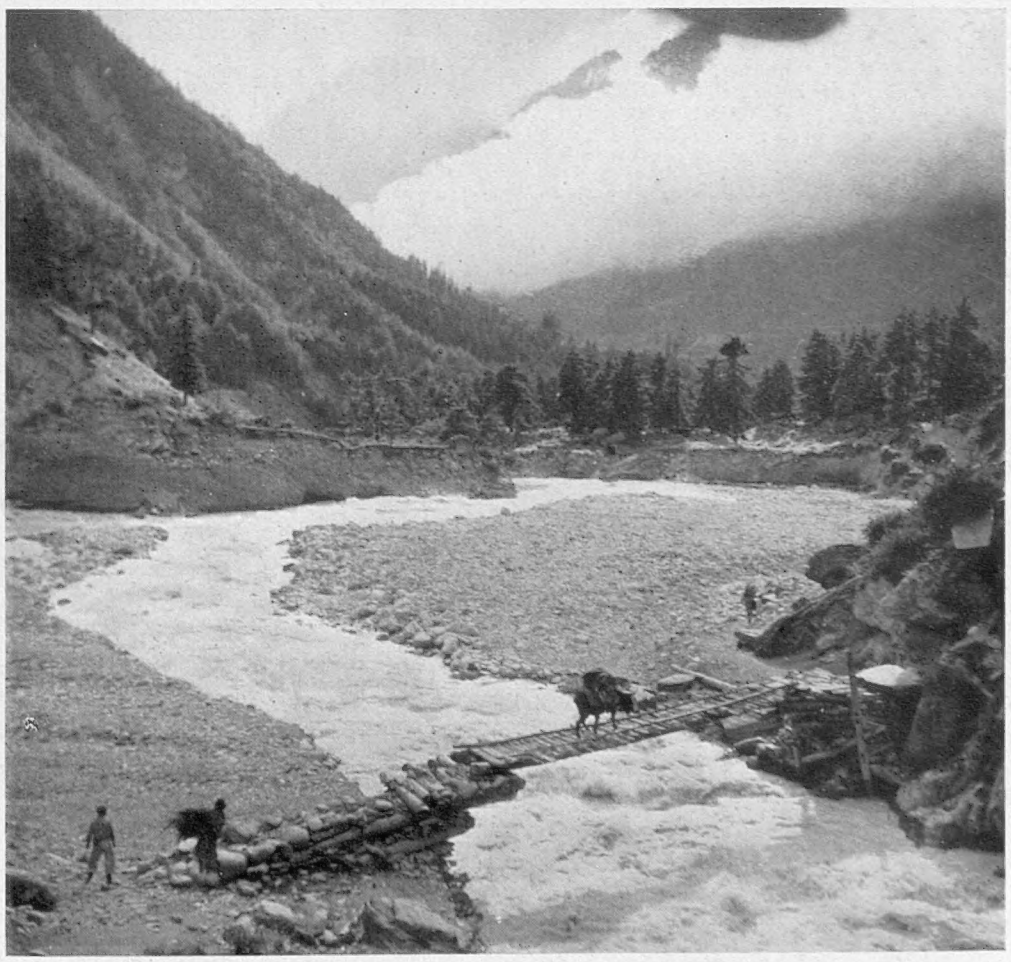
CHIU GOMPA, THE BIRD MONAS ISOLATED EMINENCE AT THE SUTLEJ HAS ITS SOURCE: Kailas, but it is ultimately overflow from Lake Manasarowar smooth area to the left of the beginning to seep through just of the lake. Much of the sea shell. The buildings on the Tibet, and there the bodies of



A MONARCH OF THE HUNDES—THIS IS THE FARTHEST WEST OF THREE BIG UNNAMED, UNCLIMBED AND UNEXPLORED PEAKS IN THE EASTERN PART OF THE NARI KHORSUM PROVINCE OF WESTERN TIBET: The peaks are visible from Taklakot, an important trading centre on the borders of Nepal and Tibet. The Tinkar Lipu Pass is immediately to the right of the great peak, and the route to the pass runs diagonally across the rolling ground at the base of the picture. Although the pass is over 18,000 ft. high, the ascent is not difficult in summer. Mr. Frank Thomas, who took this picture during exploration in the Hundes, has not given an estimated height for this peak.



…Y, ONE OF THE MOST SACRED SPOTS IN TIBET, STANDING UPON ITS …RTH-WESTERN CORNER OF THE MANASAROWAR LAKE, WHERE THE RIVER
…e monastery is a branch of the Dira Phuk Gompa, north of Mount …rolled from the Dading Boche Gompa, thirty miles north of Lhasa. The …Lake Rakas (i.e., the Sutlej River) flows at the foot of the monastery, part of the …ure being the bed. When this picture was taken it was dry, but water was …ow the surface. There are hot-water springs near the monastery on the edge …ding is excavated in the rock and among the images worshipped is a fossil …ne are chortens of previous head lamas. The spot is the most holy in West …athy men from Taklakot are taken for consumption by the vultures.



THE TINKAR LIPU PASS LEADING FROM TIBET INTO THE NORTH-WESTERN CORNER OF NEPAL: The pass, more beautiful but less well known than the Lipu Lekh route, is seldom used, as it is over 18,000 ft. in height and offers many difficulties on the Indian side. Here a pack animal is crossing the raging torrent of the Tinka some way above the point where the torrent flows into the Kali. The extraordinarily precarious nature of the bridge is plain to see, with one abutment apparently held in position by the sheer weight of stones piled upon the woodwork.

SECRET-SERVICE FUNDS IN INFLATIONARY MOOD

America Sets the Pace in this Unobtrusive Expending

By FERDINAND TUOHY

"ESTIMATES put before Parliament yesterday asked for £4,000,000, compared with £3,000,000 in the current year, for the 'operation of His Majesty's Foreign and other Secret Services'."

Unlike the position in many lands, the United Kingdom has one common fund, figuring as the Secret Service Vote, and mum is the ministerial word at all times concerning its diversity of usage.

All the public is told, is that the Permanent Under-Secretary at the Treasury checks expenditure without himself knowing "what for," and that the Official Auditor chimes in with a bald "I certify that the amount shown in this account to have been expended is supported by certificates from the responsible Ministers of the Crown."

Such have for long been the Foreign and Home Secretaries, the three Service Ministers, and the Secretary for the Colonies. To what extent the dissolved Ministry of Economic Warfare's obvious secret-service interest may have been perpetuated in cold war (on the Security side it might have had something to say about the sale of Jet and Nene engines to Russia), and who primarily looks after the scientific angle, are matters that arise in the mind. M.I.5 (War Office) and the Special Branch (Home Office) have each been noted in relation to "The Mysteries of Harwell."

After the Fuchs reverberations had reached earth-shaking proportions there was a movement in the House for an "independent investigation into the workings of the £3,000,000 combined British Secret Services." Maybe some Government back-bencher will again call for an enquiry, now that the bill has leapt up by 25 per cent.

The last time there was any pronounced ventilation of opinion in Parliament was in 1936, when members of the Opposition were critical consequent on the Vote rocketing to £350,000. There had been a £70,000 increase in March, over the preceding year, and when a supplementary vote of £100,000 was asked for in July, up went the wordy balloon.

Yet, looking back, 1936 was a year for Secret Service, a fertile turning-point of a year marked by Mussolinian heyday and the positive rise of Hitler, as a menace, following his Rhineland stroke. But Arthur Henderson, when Foreign Minister, had wanted to close down all Secret Service expenditure under League of Nations edict, and no doubt that had left its legacy with Labour, some of whose starry-eyed crusaders (as "Uncle Arthur" himself) could or would not see how close is Secret Service work to the first law in nature.

It was something of a repetition of what had happened fifteen years earlier, when Mr. Wedgewood Benn was horrified by the prospect of voting £400,000 for expenditure on Secret Service by the Lloyd George Government. Was he thinking back seven or eight years, to the time when all that Britain needed was around £50,000 in a full year? He was not. He asserted that the fund was being copiously diverted towards pestering political opponents, spying on them, and even provoking them.

To which a junior Mr. Baldwin retorted "preposterous."

Again looking back, 1921 was the year of challenging strikes at home, of "The Troubles" in Ireland, of wide and deep disturbance throughout the Middle East, of first German defiance in a largely unoccupied Reich, of initial Bolshevik striking back at the outside world. Was £400,000 such a lot with which to try to cope with the underground flow of all that? Is ten times as much such a lot with which to essay the like in relation to 1951?

No doubt the cost of Secret Service work has risen proportionately to that of most other things. Note, too, that the allocation to the British Council has been cut to the tune of £1,000 a day throughout the financial year. Why drag in the British Council? Because it has been taking part in the war of ideas, "the conflict between opposing civilisations," the cold war, if hardly in the manner charged by "*Rude Pravo*," which calls the Council "a wolf in sheep's clothing."

Justification of the Council could be found alone in the fact of its obviously having got under somebody's skin, else it would not be assailed for spreading its "poison," or for being "on a par with other British agencies of hired murder, incendiarism and subversion."

Britain is spared a deal of expenditure on Secret Service work, which Police States and nations with large and powerfully organised Fifth Columns must enter on the debit side.

What Russia may be spending on all facets of its secret policing, burrowing, purging, seducing and amassing is matter for an Einstein to sort out. Holy Russia led the way in pre-1914 with an admitted annual outlay of "£1,000,000." As if that could have accounted for all the Tsar's secret policing and foreign intelligencing!

Next followed Germany with "£75,725"—I love that Teutonic £5—Austria-Hungary with "£62,500," ourselves with "£50,000," and France with only £40,000, bottom of the Great Powers in Secret Service outlay. I wonder!

But there 's no need to wonder now. Influenced by M. Jules Moch, first at the Interior, now at the Ministry of Defence, I hazard total French Secret Service outlay to be considerably in excess of 4,000,000,000 francs (roughly the equivalent of Britain's £4,000,000). Not that I 'm holding France up in this matter, *les fonds secrets*—Tardieu used to call them "*les fonds sucrés*"—having long been in a twirl. Too many separate hands, or departments, are granted their own Secret Service budgets, too much still is poured into the *pots-de-vin*. . . .

SEATED ON HIGH AND SEATED ON THE HIGHWAY, A CONTRAST IN DEMONSTRATIONS FROM LONDON AND PARIS: *Left*—Two of the defendants being carried shoulder high by docker supporters as they left Bow Street after hearing that their case had been adjourned to the Old Bailey. They were two of the seven unofficial strike leaders charged with conspiring to incite illegal strikes. *Right*—Paris students staging a sit-down demonstration in front of the Pantheon when they demonstrated against cuts in social-security allotments. Over 160 arrests were made during the demonstrations, and there were many scuffles with the police.

KOREANS IN TOKYO IN A THREE-HOUR BATTLE WITH THE JAPANESE POLICE: The cause of all the trouble was a mass meeting staged by the Koreans to protest against the recent seizure of anti-American leaflets of Korean origin. 1,400 police were called in to keep the peace.

Authentic revelations on Secret Service expenditure are very rare, but former Premier Tardieu let a cat out of the bag when M. Blum tabled a Bill, in 1936, "abolishing the secret funds." Actually all Blum did was to axe a sum of £30,000 which used to go from the Quai d'Orsay to the subsidising of the Grande Presse, and principally the Right of it. But that was precisely what angered Tardieu, who used to conduct a Right newspaper.

He told how Briand had economised month by month on the secret funds a total of £310,000 during six years as Foreign Minister. This was to be a nest-egg against a rainy (war?) day and, according to Tardieu, Briand said to him: "When my fauteuil becomes yours, do not squander it."

Tardieu did not. In due course he added a further £13,000. *But*, when he returned to power twenty months later, not only had the entire nest-egg gone, but an additional £165,000 from current funds as well, making £488,000 in all. All that was left was a mere £104,000, and Tardieu insisted that the larger sum had been squandered by six successive Left Ministries in buying opinion and silencing opponents, and as it was Stavisky-time there may have been more than something in it.

Contemporary Italy is another instance of—up go the secret credits, given the bills that have to be met consequent upon Signor Scelba's sustained and thorough-paced drive against a vast Fifth Column. How he must miss Mussolini's supposed £5,000,000 "Treasure of Donga" which passed to this column. And there 's the Spanish set-up, with its own special ramifications, and so forth and so on. They all pale, however—all except the Russian bill, anyway—beside the outpouring by the United States.

I leave the word to Mr. Stewart Alsop who, writing in the *New York Herald-Tribune* on the need to take the offensive in the cold war, instead of always allowing this to the Russians, went on: "The way to take the offensive is by a massive propaganda effort, combined with those clandestine methods which the Soviets are already using on a gigantic scale. . . . For this purpose, something like 500,000,000 dollars should suffice."

Phew! And how much of that might not rightly come to be entered against Secret Service workings?

Yet was not Mr. Eden thinking along the same lines when, at a Press conference not long ago, in connection with a Royal Institute of International Affairs report on "Defence in the Cold War," he observed that defence to-day went far beyond the realm of the military strategist or the mere provision of armed forces?

Even Government hospitality enters into it. In the bad old days £10,000 a year used to be allowed for this under the Secret Service Vote. I don't know if the Cripps Arms and such-like go under the current S.S. Vote, but just think what our Soviet fellow-humans lay out on hospitality, on "visits to Moscow."

The Soviet doles out money under cover to promote strikes in other countries. Should the free nations do no less with a view to stopping these same strikes? This aspect of Secret Service work was memorably brought to mind by the late James Forrestal's private outlay of £17,850 to arrest the paralysing general transportation strike in France, at Christmas 1947. He got it from friends, "having explained that he had spent all the Defence Department's non-vouchable funds."

"The money was carried that night to Paris by an American intelligence officer, and paid the next day to a prominent Communist leader. The strike ended within twelve hours." (And the Communist leader may well have been complimented on an astute and valuable addition to party funds.)

Some months later, the same thing happened in connection with the vital Italian elections of 1948. Forrestal again sent out an S.O.S. and . . . "His friends produced in one lot, upwards of £35,000 in cash, and this was carried over by a New York attorney and paid out to Italian propagandists in the most effective manner."

Ah, these Americans! Have they not wondrous ways of going about things? Here comes General Lucius Clay, he of the large, luminous dark eyes and capacity to avoid each and every wanted answer, competing with none other than the shade of Sir Percy Blakeney! Even as the Pimpernel smuggled deserving cases from the clutches of the French revolutionaries of 1789, so did General Clay launch a similar scheme in Berlin itself.

The question well might be whether Britain is allocating enough to Secret Service work in view of the new and unforeseen calls which are being made upon it in cold war, the huge sums, by comparison, being spent by others of the Big Four (and not only they), the spreading field which needs to be covered (take the Middle East again, as an example), and, not least, in view of the serious decline in domestic security, as exemplified by the Fuchs and Pontecorvo cases of such recent memory.

ANTHONY RAIDL MISSES THE BUS: This fifty-seven-year-old naturalised Briton, who was currently before the Deprivation of Citizenship Committee in London, was caught by the camera as he fell in the Strand when attempting to board a moving bus. Mr. Raidl returned to the Law Courts in the afternoon and heard the continuation of his case which, said Sir Hartley Shawcross, "is one of political espionage. And a political spy may become a military spy if the occasion arises." Raidl's counsel told the Committee of his client's accident.

THE WATERFRONT AT ABADAN, THE GREAT OIL REFINING PORT AT THE MOUTH OF THE TIGRIS WHERE THE ANGLO-IRANIAN OIL COMPANY REFINES THE OIL WHICH IT BRINGS BY PIPELINE FROM THE OILFIELDS AT MASJID-I-SULAIMAN: The Persian Parliament in Teheran has now voted to end this oil concession, having apparently rejected the idea that the oil company should be run on a fifty-fifty basis. Only five years ago there was serious unrest at Abadan and throughout the oil-fields as a result of the activities of the Tudeh Party in Persia. So serious did the situation become in Abadan that martial law had to be declared. Now apparently extremists are at work again, and British oil interests are jeopardised as never before. Martial law has again been declared.

A CLASH OVER PERSIAN OIL

Abadan, the Centre of the Industry Which the Persians Have Decided to Nationalise

The assassination of Razmara, henchman of the Shah in his policy of reform, set alight the extremist elements in Persia, and within a few days of the Premier's death it became known that the British oil concessions in Persia were threatened. The Majilis, or Lower House of the Persian Parliament, voted in favour of nationalising the oil industry, now mainly in the hands of Britain's Anglo-Iranian Oil Company, and after news of the vote, cheering crowds gathered in the streets outside Parliament. In due course the British Government presented a note to the Persian Government, the text of which declared that the operations of the Anglo-Iranian Oil Company could not under the terms of its agreement legally be terminated by an Act such as nationalisation. The note indicated that it was necessary to draw a clear distinction between the principle of nationalisation and the expropriation of an industry, an industry which is operating in Persia under an agreement valid until 1993.

CARRYING THE OIL OVER THE HILLS OF SOUTH-WEST PERSIA TO THE GREAT REFINING PLANT AT ABADAN: *Left*—The pipeline from Masjid-i-Sulaiman which covers a distance of 140 miles. *Right*—The refinery in operation at night. It was in 1909 that the original d'Arcy concession in Persia, granted at the beginning of the century, was followed by the establishment of the Company to operate the oil wells which had been drilled with such success at Masjid-I-Sulaiman. Five years later the British Government was empowered by Parliament to take shares in the Company to the extent of £2,000,000 and this holding was later vastly increased.

RANGING THE WORLD FOR HEADLINED NEWS

A PICTORIAL RECORD OF EVENTS FROM FOUR CONTINENTS

PRESIDENT TRUMAN HOLDS A COLOURFUL PRESS CONFERENCE AT HIS HOLIDAY RESORT AT KEY WEST, FLORIDA: With his aides and interlocutors wearing gay beach clothes, the President held a conference, described as an intimate, informal interview, in which he answered a host of questions arising from the recent Reconstruction Finance Corporation scandal and the subsequent adverse Press comments upon his Administration. Mr. Truman defended his own personal conduct as an office-holder, praised his staff as honourable men, and expressed the hope that in the perspective of history he would be remembered as an apostle of peace who had prevented World War Three. The news conference moved at an easier pace than in Washington, and President Truman appeared unruffled by questions that sought for tarnished spots in the armour of his Administration.

BARBARA HUTTON ARRIVES IN NEW YORK AFTER BEING FOILED IN HER ATTEMPT TO SECURE A DIVORCE IN MEXICO: The Woolworth heiress seen as she landed at the International Airport. She said she was determined to get a divorce from her husband Prince Troubetzky, but was in no hurry. She had come to New York, she said, for health reasons. Barbara Hutton, inheritor of a great part of the fortune of F. W. Woolworth, appeared to be gayer and more talkative than usual. She told reporters: "All my life I 've listened to the advice of others and apparently done the wrong thing. Now I 'm going to do what I want to do." Asked if she thought the Prince was "a poor sport" for blocking her divorce, she commented: "That is a masterly understatement." Asked if she had offered him a settlement (some reports said he wanted 3,000,000 dollars), she said: "No. The money I inherited was Grandpa's. I have no right to throw it away."

A ROYAL WEDDING IN TEHERAN TAKES PLACE IN THE MIDST OF THE GOVERNMENT CRISIS: Meenon Dowlatshahi, the seventeen-year-old bride, placing the ring on Prince Hamid's hand during the Muslim marriage ceremony in the Royal Palace at Teheran. Prince Hamid is the nineteen-year-old youngest brother of the Shah. The Shah and his Empress were present at the ceremony, and also many others of the Royal family. On the right is the bride's mother.

THE SHAH DIVIDES UP HIS LAND AMONG THE PEASANTRY: The Shah handing property documents to a small farmer at a recent ceremony in Teheran. The Shah has made it his policy to sell to the people, on a long-term instalment basis, the properties held by his father, the late Reza Shah and first ruler of his dynasty. It is widely felt by the Shah's advisers that this is the one policy likely to combat Communism.

CROWDS PARADE THROUGH THE STREETS OF ROME DEMANDING THAT TRIESTE SHALL BE AN ALL-ITALIAN CITY: Trieste demonstrations have been occurring in most of the towns and cities of Italy at frequent intervals. The demonstration depicted here took place in Rome while Signor de Gasperi and Count Sforza were conferring in London with Mr. Attlee and Mr. Morrison. The two Italian statesmen received assurances from the British Government that as far as Britain is concerned we abide by the declaration of the three Western Powers made in March 1948. That declaration, it may be remembered, favoured the return of Trieste to Italy.

GREEK STUDENTS CALL FOR UNION BETWEEN GREECE AND THE ISLAND OF CYPRUS: Students from Athens University parading through the capital carrying banners some of which read: "Brothers from Cyprus, the time has arrived. Greek youth waits for you." It was under a convention with the Sultan of Turkey, concluded at Constantinople in 1878, that Cyprus was ceded to Great Britain for administrative purposes an annual tribute of £92,800 being paid to the Sultan. On the entrance of Turkey into the First World War on the side of the Central Powers, Cyprus was annexed by Britain. Since the Second World War both the leading political parties in Cyprus have called for union with Greece, at the same time carrying on bitter opposition on all other matters.

AN OIL-TANKER BLOWS UP IN NAPLES HARBOUR: The 10,000-ton Italian oil-tanker *Montallegro* torn in half by the explosion and sinking in low water in the harbour. The cause of the explosion is thought to have been the ignition of gases in the stern of the ship by an acetylene torch which was being used during repairs. The *Montallegro* was in the repair basin, following her return from Palestine with a cargo of oil bound for Le Havre. Twelve were killed and sixty injured of the 100 repair workers and crew who were on board.

THE GREAT DAM AT BORT-LES-ORGUES: This is part of the new hydro-electric system on the River Dordogne. The dam is being built with Marshall Aid funds, and is on the same considerable scale as the undertakings at Genissiat and Donzere-Mondragon on the Rhone in Eastern France. Work at Bort-les-Orgues was begun as far back as 1942, but it is only since 1948 that any real progress has been made. In the last two years Marshall Aid has been available for this particular work, 2,766,000,000 francs being supplied through Electricité de France, France's only electricity company.

At the time of the Liberation, France was suffering from a great electricity shortage. She still is, and in the intervening years immense progress has been made, latterly with the assistance of Marshall Aid funds. In 1947 the Monnet Plan made provision for the construction of seventy new power stations to meet the needs of French industry and of domestic consumers, and the target was set at achieving 39,500,000,000 kilowatts by 1951. For reasons of economy hydro-electric projects were given preference. Marshall Aid stepped in in 1949 to the tune of 36,000,000,000 francs, and that figure was increased in 1950 by a further 42,000,000,000 francs. There are four main hydro-electric regions in France—the Rhone, the Rhine, the Dordogne and the Isere. The dam at Bort-les-Orgues, which is illustrated above, is the uppermost of several hydro-electric works in the well wooded valley of the Dordogne. When completed Bort-les-Orgues will hold back a lake of immense proportions, 470,000,000 cub. metres in extent, and in importance it will rival the great projects on the Rhone and the Rhine.

ACROSS THE ATLANTIC IN AN AMPHIBIOUS JEEP: Major and Mrs. Carlin drove through the streets of Casablanca in this craft after crossing from Halifax. The Carlins made two unsuccessful attempts before they first crossed to Madeira, where they remained for three months. They left Halifax, Nova Scotia, on July 19, 1950, and arrived at Casablanca on March 14, 1951. Their craft, a 24-ft. jeep, has a small sail, a primitive deck covering and extra petrol tanks. Major Carlin, an Australian engineer, formerly in the Indian Army, and his American wife, from Boston, are making a round-the-world voyage.

HAILE SILASSIE OPENS ETHIOPIA'S FIRST UNIVERSITY: The Emperor is seen standing on the left, in uniform, behind the microphone during the opening ceremony at Addis Ababa. Speaking (lower centre) is Akalawork Haptewold, Vice-Minister of Education, and, to his right, is Dr. Lucien Matte (of Quebec, Canada), who has been appointed President of the new college by the Emperor. At the extreme left in the picture, standing next to Emperor Haile Silassie, is the Empress of Ethiopia. The new university, the first institution for higher education in Ethiopia, can accommodate 150 students. At present some 200 Ethiopians are at universities and schools in England, the U.S. and Canada. After the ceremony, the Emperor toured the building and watched a demonstration in the biology laboratory.

THE BATTLE THAT PAVED THE WAY FOR THE BIG NORTHWARD ADVANCE OF THE UNITED NATIONS ARMY: Marines filing across battle-scarred terrain in the environs of Hoengsong, on the central front in Korea, where their spectacular successes first of all secured Wonju from further attack and then led to the great advance beyond Seoul.

MARINES ADVANCING ACROSS FROZEN RICE PADDY NEAR HOENGSONG: American troops on the central front, where they achieved great successes after a long slogging match amid mud and floods. Colder weather came to their aid just when it seemed that the Eighth Army would be bogged down until spring.

A curtain of censorship has now come down upon the Korean War, and Tokyo headquarters have issued edicts that there must be no mention in despatches of a certain line of demarcation in Korea. This censorship now makes it difficult to follow the progress of the war pictorially as THE SPHERE has done up to now, for many pictures arrive shorn of any exact indication of origin. On these pages, however, are shown three important aspects of the war during recent weeks. Firstly, the Marines are shown in their big advance on Hoengsong, on the central front, the prelude to successes which have brought the tide of battle rolling northward again. Another picture shows tanks in a purely artillery role, to which they are now largely confined, and there are some unusual ice pictures taken from the deck of H.M.S. *Belfast*.

KOREA

THE TIDE OF WAR ROLLS NORTHWARD ONCE AGAIN

And a Strict Censorship Envelops the Battlefield

TANKS DRAWN UP IN ECHELON IN A KOREAN RIVER-BED AS THEY FIRED AGAINST TARGETS OUTSIDE HOENGSONG: This picture is of special interest, as it shows the tanks in the role of mobile artillery. Tank versus tank clashes have been rare during recent months, and the tank in any shape or size has not proved a battle-winner. At one time, indeed, it was reported that British Centurion tanks had actually been put aboard transports at Pusan for removal from the war zone. This order was afterwards countermanded, and it was stated emphatically that there was no reflection on the quality of the British tanks. It was clear, however, that the High Command in Korea had realised plainly enough that this is not a tank war.

THE BRITISH CRUISER "BELFAST" AMID THE PACK-ICE ON THE WEST COAST OF NORTH KOREA, WHERE SHE HAD BEEN CARRYING OUT A BOMBARDMENT OF SHORE INSTALLATIONS: Some of the ice-floes were 20 ft. across, said the Petty Officer who took this picture, and these miniature icebergs were an obvious menace to all small craft in the vicinity. This is *Belfast*'s second visit to the Korean war zone. This 10,000-ton cruiser saw service with the U.N. Task Force during 1950, carrying out bombardments of the Korean coast, and last October she returned to Chatham to recommission with a new crew, replacing the men who had seen service during the previous two years. As soon as a fresh crew had been drafted and *Belfast* had been refitted, she sailed for the East.

SAILING THROUGH THE PACK-ICE TO BOMBARD THE KOREAN WEST COAST: *Left*—H.M.A.S. *Bataan* seen from the bridge of H.M.S. *Belfast* as the two warships approached the coast south-west of Chinnampo, where they carried out a two-day bombardment of shore installations. *Right*—A Bofors gun silhouetted against a jigsaw of ice-floes; another picture taken from the deck of the cruiser *Belfast*. Since her return from Chatham to Korean waters *Belfast* has carried out numerous bombardments.

THE "BONNIE PRINCE CHARLIE" MAKES HER BOW—ONE OF THE NEW FIRTH OF FORTH FERRIES NOW PLYING BETWEEN GRANTON AND BURNTISLAND: The *Bonnie Prince Charlie* is one of four new ferry boats which have been brought into operation by Forth Ferries Limited. The other three vessels, all previously designed for the Admiralty as landing-craft, are the *Eriskay*, *Flora MacDonald* and the *Glenfinnan*.

A NEW SCOTTISH FERRY

The Gas Turbine in America; A Buoy-Servicing Vessel for Service in the East; A Submarine Training Patrol in the Channel

In order to ensure safety and uninterrupted service in foggy weather the four new ships now operating on the Granton-Burntisland ferry (Edinburgh) have been fitted with radar equipment. The four ships, originally built for the Admiralty have been converted to carry 400 passengers, and between thirty and forty vehicles. The vessels have a cruising speed of 10 knots and take about forty minutes to make the crossing. The charge for the crossing is similar to that of the present Queensferry service, but a new principle is being established in having a standard charge for all vehicles irrespective of size. By a special arrangement with the Dundee Harbour Trustees, motorists using both the Forth and Tay ferries can obtain a cheap-rate fare which is about 20 per cent. less than the normal charges.

***On left*—THE UNITED STATES NAVY AND THE GAS-TURBINE ENGINE: A 24-ft. boat with a gas-turbine engine undergoing official trials off Annapolis, Maryland, before its possible development by the Navy for high-speed rescue operations.** The gas turbine, manufactured by the Boeing Aircraft Corporation, weighs 150 lb. The upright exhausts in the centre of the boat are temporary. The turbine is capable of driving the boat up to speeds of 21·7 knots.

"NADIA," THE BUOY-SERVICING SHIP IS LAUNCHED AT RENFREW FOR SERVICE IN INDIAN WATERS: The twin-screw buoy-lifting and despatch vessel *Nadia* after her launching at William Simons' Yard at Renfrew. Named by Mrs. Strick, wife of a partner of Rendel, Palmer and Tritton, consulting engineers to the Calcutta Port Commissioners, the *Nadia's* normal duties will include the maintenance of the markings of the navigable channel from Calcutta to Sandheads, a distance of 120 miles. The *Nadia* will also be responsible for the laying, hoisting and servicing of buoys, semaphores, shore marks and lights, and the towing alongside and astern of small craft. The 200-ft. long vessel is fitted with triple expansion machinery designed to give a speed of 12 knots. She has a fully-equipped workshop to enable all maintenance and repair work to be carried out on board.

THE ROYAL NAVY AND A "SCIENTISTS' DREAM"—A SUBMARINE OUT ON A TRAINING PATROL FROM PORTSMOUTH: Sub-Lieutenant R. Fisher of Canterbury, takes a bearing from the conning tower of H.M.S. *Alderney*, while out on a training patrol from the Submarine Depot at Portsmouth, H.M.S. *Dolphin*. At the *Dolphin* would-be submariners are put through a rigorous training routine both ashore and afloat. When he introduced the Naval Estimates in the House of Commons, Mr. Callaghan, Parliamentary Secretary, Admiralty, said that the Navy was now becoming the scientists' dream. Research was concentrated on reducing size of equipment and getting lighter materials, and on finding the answer to increased speed.

BRITAIN AND SPAIN

RESUME RELATIONS

A New British Ambassador in Madrid, and a New Spanish Ambassador to the Court of St. James's

THE FIRST BRITISH AMBASSADOR TO SPAIN FOR FIVE YEARS DRIVES IN STATE THROUGH THE STREETS OF MADRID TO PRESENT HIS CREDENTIALS TO THE HEAD OF THE SPANISH STATE: Sir John Balfour drove to the Royal Palace through the Castellana Avenue and the Gran Via in a ceremonial coach drawn by six horses and escorted by a detachment of Moorish cavalry. For the past three years Sir John has been British Ambassador to the Argentine. Of recent weeks General Franco has received a host of Ambassadors and Ministers now that the world is once again accepting diplomatic exchanges with Spain.

THE NEW BRITISH AMBASSADOR TO SPAIN: Sir John Balfour (right) with Baron de las Torres, the Spanish Chief of Protocol. The last British Ambassador to Spain, Sir Victor Mallet, was withdrawn in 1946 after the General Assembly of the U.N had recommended Member States to recall their diplomatic missions in Madrid.

PAGEANTRY IN MODERN MADRID: Sir John Balfour arriving at the Royal Palace with the Chief of Protocol before presenting his credentials to General Franco. *On left*—The Ambassador descending from the highly decorated coach on arrival at the Palace. Moorish guards stood on duty at the entrance and along the Palace corridors.

A CEREMONY DESCRIBED IN THE PRESS AS COOL BUT CORRECT: General Franco, head of the Spanish State, receiving Sir John Balfour, the new British Ambassador, in the presence of the Spanish Foreign Minister, Señor Alberto Martin Artajo. Sir John has as his adviser Mr. Robert Maurice Hankey, heir to Lord Hankey, who for the past fourteen months has been Chargé d'Affaires.

SPAIN'S NEW AMBASSADOR TO THE COURT OF ST. JAMES'S: Don Miguel, Duke of Primo de Rivera, seen with his wife and the Duke of Lerma on a recent occasion in Madrid. Don Miguel has just arrived in England in order to take up his duties.

STYLING A MOTOR-CAR

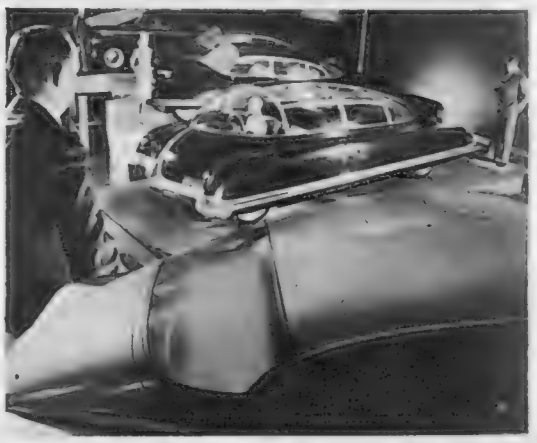
A Visit to the Styling Section of General Motors

THE FIRST STAGE IN DESIGNING A NEW MODEL: Artists work, in the first place, without reference to the engineering limitations of their designs so that their creations of new styles shall be unhindered. Modifications come later. No sketch will evolve exactly as planned, but one or a dozen sketches will produce the ideas for a new mudguard, radiator, or body line, etc.

A NEW MODEL IN VARIOUS STAGES OF DEVELOPMENT: On the rear wall is a full-size, two-dimensional drawing; on the left is the front of a full-size clay model; while in the right centre is a skeleton car body, which enables designers to check the interior specifications. The plaster model has been found to be the quickest way to find out exactly how the exterior of a new model will look. These pictures were taken in the General Motors' Styling Section in Detroit and show the beginnings of a new model which will not go into production for another two years. The section was established in 1927 and now employs personnel amounting to 450, working in twelve studios; wood, metal, plaster, trim and paint shops. The procedure for styling a new model begins with preliminary sketches and ends with the full-size plaster model. Designers have to contend with various local preferences in the States. For example, it has been established that the Southern States prefer lighter colours for the paintwork. Different States have different laws as to the position of licence plates, etc.

A FULL-SIZE BLACKBOARD DRAWING FROM THE PRELIMINARY SKETCH: The second stage is this reproduction of the design studio's original sketch. Here a direct side view is painted to simulate a chrome and lacquer finish.

MAKING A SCALE MODEL IN PLASTER: The next stage is the construction of a scale model. (In this case, of a Chevrolet.) If approved, it will be reproduced full-size as seen in pictures below.



SCALE MODELS READY FOR EXAMINATION: The top model was built to study the space requirements for a rear-engine-drive model, using average overall dimensions of a normal modern car.

CONSTRUCTING THE FULL-SIZE CLAY MODEL AFTER APPROVAL OF THE SCALE MODEL: designers to change surfaces and to correct any proportional shortcomings. apparent in the big model. *On right*—Spray-painting the completed model. *Left*—A modeller at work on the actual-size model. The use of clay enables the Flaws, which might have been overlooked in the two-dimensional sketch, become The hollow plaster reproduction of body and hood is cast in a single piece.

THE ART OF RICHARD BEARD : This is the first extant daguerreotype portrait made in Britain and properly enough will have a place of honour in the Festival Year Exhibition "Masterpieces of Victorian Photography," which is to be held under the auspices of the Arts Council at the Victoria and Albert Museum from May to October. By Daguerre's system a single picture only could be reproduced by each plate.

A COLOURED DAGUERREOTYPE, 1848 : This was the work of W. Telfer and indicates the swift development of photography from its scientific beginnings to its place as a new art form.

GIRL MEETS BOY, AN EARLY PHOTOGRAPH BY O. G. REJLANDER : This neatly-posed picture, also belonging to the dawn of the photographic age, is indicative of the photographer's conscious striving in the creation of the photographic conversation-piece. Rejlander has a high place among the pioneers, and he had the distinction of greatly influencing Lewis Carroll, who, when he took up photography, became one of its most accomplished exponents.

THE Festival of Britain commemorates, among other things, the centenary of the first important exhibition of photography ever held, which formed part of the Great Exhibition at the Crystal Palace in Hyde Park, London, 1851. This exhibition gave considerable impetus to the new art, for amateurs in all parts of England were brought into contact with the work of other photographers, and this exchange of ideas and practical methods, coinciding as it did with an epoch-making invention in photography—the collodion process—exerted much influence on photography in the years that followed.

Now, 100 years later, at the suggestion of Mr. Helmut Gernsheim, a foremost authority on the history of photography, the centenary exhibition entitled Masterpieces of Victorian Photography 1840-1900 is in process of being organised from Mr. Gernsheim's incomparable collection. It will be the largest retrospective exhibition of Victorian photography ever staged, and will be held under the auspices of the Arts Council at the Victoria and Albert Museum, from May 1 to October 11, 1951. It will afford an unparalleled opportunity to look back on the astonishing achievements of nineteenth-century British photographers, some of whom have already come into prominence in recent years through Helmut Gernsheim's untiring efforts to win general recognition for them and through the Fox-Talbot centenary celebrations of 1939.

At the Great Exhibition photography was classed under philosophical (scientific) instruments, and its achievements as an independent art have ever since been overshadowed by the scientific aspect, and by the thousandfold applications of photography to science and industry. Helmut Gernsheim, who is

(*Continued on following page*)

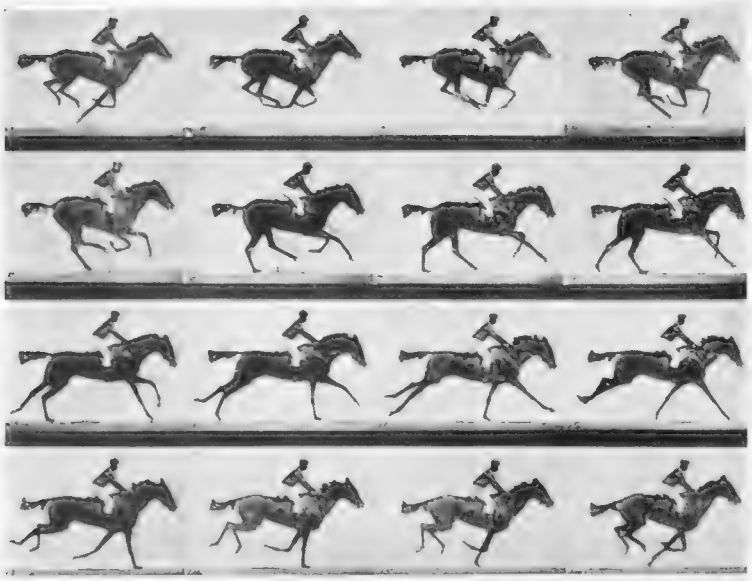
VICTORIAN PHOTOGRAPHY

THE WORK OF THE EARLIEST PIONEERS TO BE DISPLAYED AT THE VICTORIA AND ALBERT MUSEUM IN MAY

A Special "Sphere" Section Dealing with the Forthcoming Festival Photographic Exhibition

THE CINEMATOGRAPH TECHNIQUE : This was the work of W. Carrick, a Scottish photographer who worked in St. Petersburg in 1863. The '60's of the last century were a period of progress in photography, particularly as a result of the marketing of dry collodion plates.

"THE GREAT EASTERN," THE SHIP WHICH LAID THE ATLANTIC CABLE IN 1866 : This screw and paddle vessel of 18,915 tons, built from the designs of Isambard Brunel, crossed the Atlantic in eleven days in 1860, but she was never a great success as a passenger liner, hence the cable-laying activities of her later days. She laid five Atlantic cables, one for the French Government, and also the Bombay-Suez cable.



THE FIRST ACTION PHOTOGRAPHS : These were the work of E. Muybridge in the 1880's. Muybridge, an Englishman working in America, used a battery of cameras which were tripped off by a series of tapes. His work probably influenced contemporary painters to a certain extent.

A PIONEER OF FLASHLIGHT PHOTOGRAPHY : This photograph of the Slingsby family was made in 1889. The man by the fireplace is probably Robert Slingsby himself. He was not the first to use the flash-light (that honour belongs to a German), but he wrote the earliest English manual on the subject.

VICTORIAN PHOTOGRAPHY

At the Coming Exhibition at the Victoria and Albert Museum

(*Continued from previous page*)

thirty-eight years of age and a Fellow of the Royal Photographic Society, was the first to build up a photographic collection from the æsthetic point of view. He began collecting six years ago with a view to publishing a History of British Photography—the first to be written on that subject. To-day, the Gernsheim Collection ranks as the finest and largest assemblage of nineteenth-century British photography. Helmut Gernsheim is assisted in the curatorship of his collection and in historical research by his wife Alison. In the comprehensive exhibition catalogue, which lists 520 items, Gernsheim states that he hopes the exhibits, and the other 4,500 items not on show, may one day form the nucleus of a National Museum of Photography.

The main emphasis of an Arts Council Exhibition is naturally on the æsthetic side, yet it seemed desirable in this centenary exhibition to devote some space to the historical and scientific background of Victorian photography. For while it is a well-known fact that Fox-Talbot's invention laid the foundation of photography as we know it to-day, many visitors will learn with surprise and pleasure that right through the Victorian era, most of the epoch-making discoveries in photography were introduced by British inventors, and British photographers at one time held an international reputation as leading the world. This was particularly so in the matter of war photography, and in this connection the achievements of Roger Fenton in the Crimea will receive due recognition in the exhibition.

The main part of the exhibition will comprise 420 hanging pictures and albums. Highlights are several photographs by

(*Continued on page* 460)

DEER-STALKING IN SCOTLAND, 1859 : The gentleman on the horse, receiving liquid and other refreshment, was the then Lord Malmesbury. Judging by the date of the photograph, this was the third Earl, who was at the time Secretary of State for Foreign Affairs and who sat as Member of Parliament for the Wilton Division.

"THE GRAND OLD MAN" AS HE WAS IN 1885 : This portrait of Gladstone was taken by J. Birtles of Warrington during the course of an election tour. 1885 marked the end of one of Gladstone's longer Premierships, and belongs to a time when the Irish question in Parliament overshadowed all others. At this time Gladstone was a hearty seventy-six, with another thirteen years of campaigning before him.

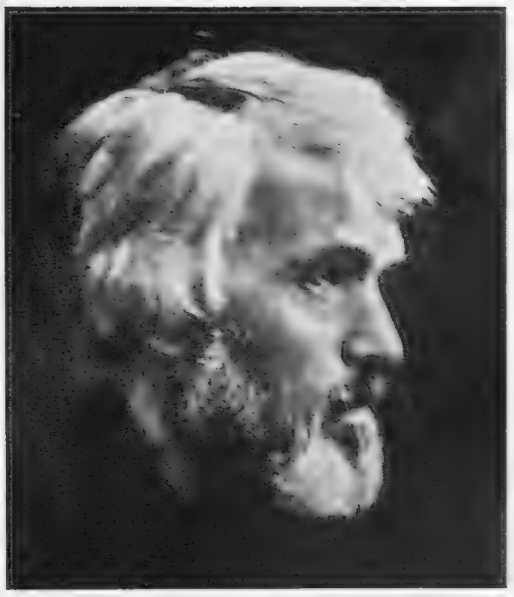
CULLED FROM THE EARL OF AYLESBURY'S FAMILY ALBUM : Very little is known about this photograph beyond the fact that it belongs to the early '70's.

R. AND MRS. CHALMERS, BY DAVID OCTAVIUS HILL, 1844 : Hill was the first photographer to realise the possibilities of augmenting and diminishing lights with the aid of mirrors.

ELLEN TERRY, BY MRS. JULIA MARGARET CAMERON, A PHOTOGRAPH OF 1864 : The photograph belongs to the period when Ellen Terry was the wife of the painter G. F. Watts, a union that was dissolved in 1867. Mrs. Cameron was the most gifted amateur photographer of her day. In 1864, when over fifty years of age, she was presented with a camera and with this she started a vogue for portraits which no professional could rival.

HE SAGE OF GADS HILL : This portrait of Dickens shows the novelist in his fifties, at a time when his fame was at its zenith and he was delighting the world with a series of public readings which greatly sapped his strength.

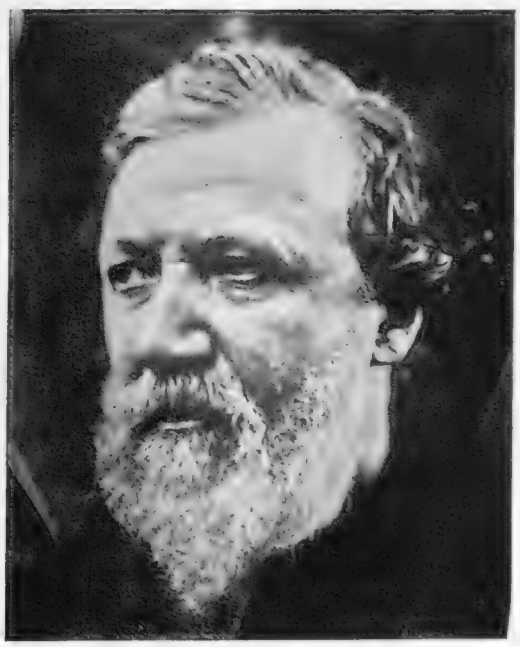
" FLORENCE," BY JULIA MARGARET CAMERON, WILL BECKON FROM THE POSTERS : This photograph, with the characteristics of a fine painting, is being used on the posters advertising the coming Victoria and Albert Museum Exhibition of Victorian Photography.



THE SAGE OF CRAIGENPUTTOCK : Thomas Carlyle as photographed by Julia Margaret Cameron, who had such an uncanny gift for characterisation. Carlyle was seventy-three when the amateur woman photographer took this very far from amateurish picture of one of the greatest personalities of the nineteenth century.

R JOHN HERSCHEL, THE RENOWNED ASTRONOMER : This is another Cameron camera portrait. Throughout the '60's and early '70's Mrs. Cameron devoted herself wholeheartedly to her hobby of photography and very few of the great ones of the day escaped her lens.

DR. MARY WALKER, THE DRESS REFORMER : This photograph of 1864 was neatly posed, providing an abundant display of the lady's coiffure with the aid of the mirror.



BROWNING IN 1868 : The portrait by Mrs. Cameron belongs to the period after the death of Mrs. Browning when the poet returned to London, went into Society, and began to take up a position of prominence in literary circles.

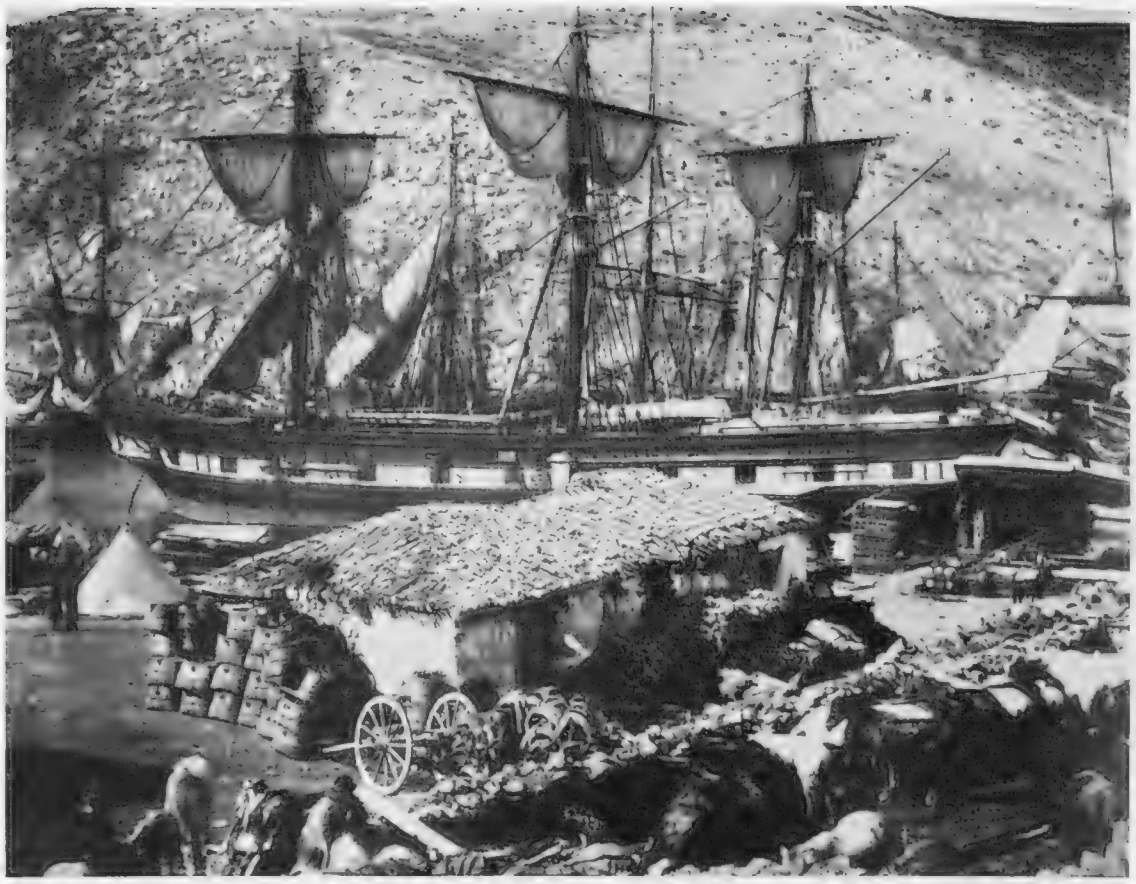
LIEUT.-GENERAL SIR GEORGE BROWN AND HIS STAFF: This Crimean War picture by Roger Fenton shows the General with arms folded seated among his aides. Sir George, whose long series of staff appointments made him something of a martinet, was bitterly condemned by *The Times* correspondent, Russell, for "his rigid policy of pipe claying, close shaving, and tight stocking," but he endeared himself to his men by bravery in the field.

VICTORIAN PHOTOGRAPHY

Some Crimean War Pictures Among the Exhibits at the Victoria and Albert Museum

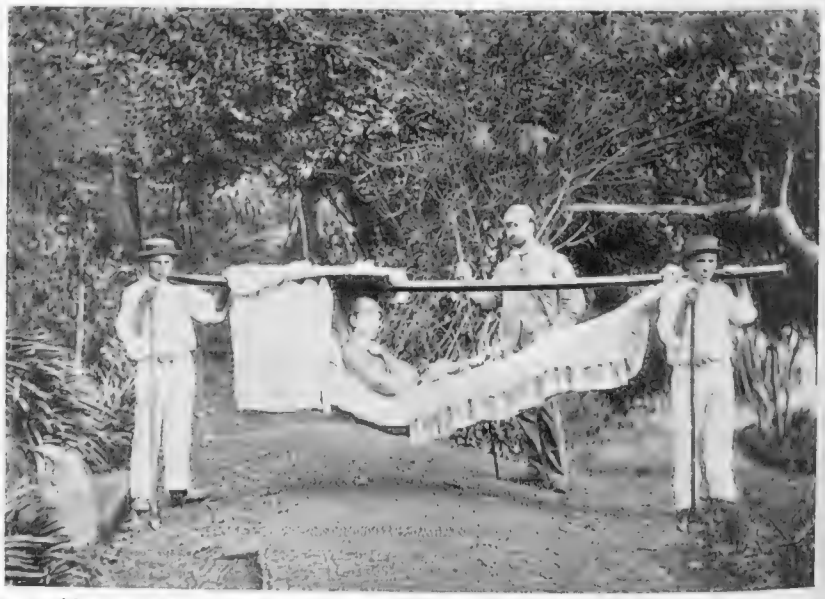
(*Continued from page* 458)

Fox-Talbot, the inventor of the negative/positive process on paper; the earliest daguerreotype portrait extant in Great Britain; several hitherto unknown portraits by David Octavius Hill and Julia Margaret Cameron; an exquisite lady in a bonnet—a real bijou of a daguerreotype taken at William Telfer's Royal Photographic Establishment in 1848; a striking nude by O. G. Rejlander; and a very charming picture of Queen Victoria and Prince Albert (patrons of the Photographic Society). There will be an abundance of fine portraits of famous men and fair women—Tennyson, Longfellow, Darwin, Oscar Wilde, Robert Louis Stevenson, Sarah Bernhardt, Queen Alexandra, Queen Mary, and Mrs. William Morris, so often painted by D. G. Rossetti—and a long series of exquisite landscapes, in England and abroad. A special screen is to be devoted to photographs of Victorian domestic life.



BRITISH WARSHIPS IN BALACLAVA HARBOUR: Roger Fenton recorded this busy scene. The early war pictures of this photographer compel the greatest admiration, for it must have needed no ordinary determination to have campaigned in the 1850's with the fearsome apparatus that was then essential to the photographic process. Fenton had to employ a wet plate, for at that time even the moist collodion process was not available, being in the experimental stage. He was one of the pioneers of news photography, and his pictures were frequently employed as book illustrations, the prints being pasted into the volumes. A year after Fenton achieved his fine series of pictures in the Crimea, another photographer, F. Beato, took some equally detailed pictures of the ruins of buildings which had been destroyed in the Indian Mutiny.

A COUNCIL OF WAR AND A FIGHTING REGIMENT IN THE CRIMEA—TWO MORE EXAMPLES OF THE WAR PHOTOGRAPHY OF ROGER FENTON: *Left*—A Council of War on the morning of June 7, 1855, when Mamelon Vert was captured. On the left of the group is Lord Raglan, the much-criticised Commander-in-Chief; in the centre is Omar Pasha, the Turkish leader; and on the right General Pelissier, the Commander of the French. Lord Raglan died three weeks after this picture was taken. *Right*—The 57th Regiment drawn up on the slopes above their camp in the Crimea. Fenton was a familiar figure in the camp, if only by reason of his vast array of equipment which he carried to the battlefield in a wagon drawn by five horses. He will be well represented in the coming exhibition.



TRAVEL AT HOME AND ABROAD IN THE '70'S AND '80'S: *Left*—A coach-and-four drawn up outside an hotel in Southern England. *Right*—A traveller in Mexico in a most luxurious equipage, a hammock slung across a pole carried by two small but wiry peons.

LOOKING EASTWARDS ACROSS THE FESTIVAL PLEASURE GARDENS IN BATTERSEA PARK: This view shows the gardens as they were in the week before Easter when it became known that a further £1,000,000 was being sought from Parliament by the company running the gardens, and that the work on the gardens was a month in arrear of schedule. In order to make up the lost time, so that the gardens might be ready for the opening by Princess Margaret at the beginning of May, the 1,700 men at Battersea have been doing from twelve to twenty hours overtime per week. The work has been proceeding for seven full days a week.

ANOTHER £1,000,000 for the FESTIVAL

Raising a Further Loan for the Pleasure Gardens at Battersea, where Work is a Month in Arrear

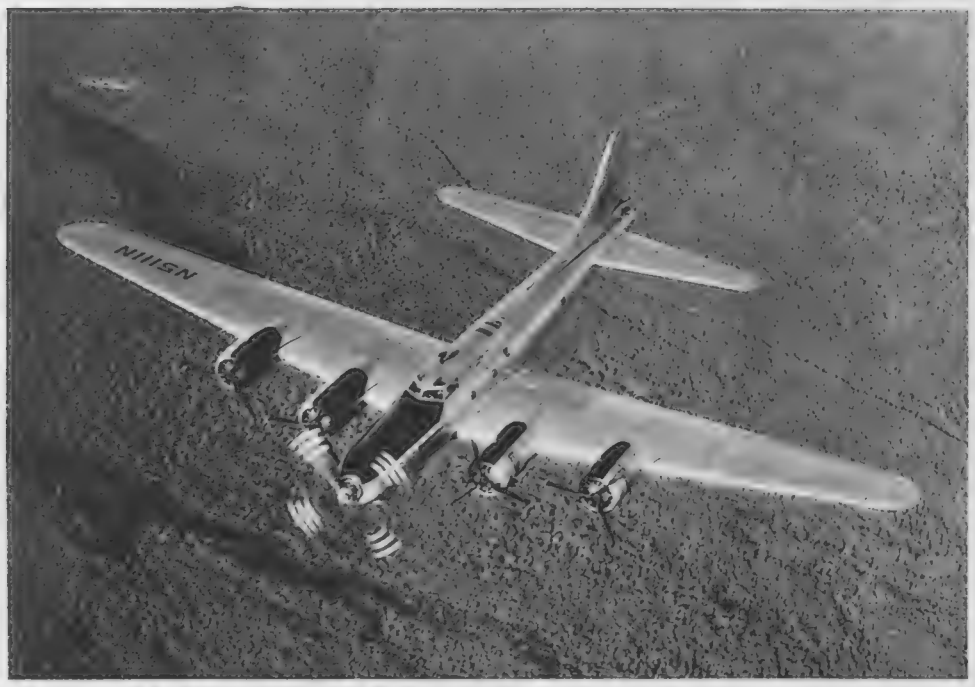
The hurry to finish the Battersea Pleasure Gardens has added vastly to the cost of the enterprise, and the additional £1,000,000 for which Parliament's sanction has been sought is not likely to be made up by receipts unless the Pleasure Gardens prove a resounding success. It is possible, indeed, that after all the expense that has been involved it may be thought wise to continue the gardens on a permanent basis. Such considerations, however, take second place at the moment to the all-out effort to have everything completed by May 3.

THE BATTLE AGAINST THE MUD IN THE BATTERSEA PLEASURE GARDENS: These two pictures, taken at the west end of the site and in the centre, show the progress of the buildings and also how heaps of rubble have had to be brought in to combat the flood conditions following the unprecedented rains of the last six months. The question arises, can the men, who are working night and day on the site, make up for lost time? Not only have the buildings to be completed, but flower-beds and lawns have to be laid out and planted. A dozen vehicles, similar in design to petrol tankers, have been engaged in pumping sludge from the site and depositing it in the Thames. Ten acres of tarmac paving has still to be laid.

THE STRATOJET, AMERICA'S ATOM-BOMB CARRIER

The B 47, a Medium Bomber in the 600-m.p.h. Class, Now in Large-scale Production for the U.S. Air Force

THE BOEING B 47 STRATOCRUISER IN LEVEL FLIGHT: This medium bomber, which has passed all its tests with flying colours and is now in large-scale production for the United States Air Force at Boeing's Wichita plant, created a surprise in February 1949 when it broke all bomber records by flying across America from Washington State to Washington, District of Columbia, covering 2,289 miles in 226 minutes at an average speed of 607·2 m.p.h. That flight not only gave a glimpse of the Stratojet's powers, but of what bomber interception could mean in a new war; and it raises the questions whether fighters as we know them to-day would be of any avail against the new high-speed bombers, such as the American Stratojet and the English Electric Canberra. In 1950 a Stratojet was given tests at Kirtland Air Force Base near Albuquerque, New Mexico, to determine its ability to leave the ground with an ultra-heavy bomb-load, and using a rocket-assisted technique. The tests were completely successful, and ever since then it has been widely assumed that the Stratojet would in wartime be called upon to fulfil the role of atom-bomb carrier. Lately the Stratojet has been submitted to flying petrol-pump tests, receiving fuel in mid-air from a Boeing tanker. As a result of the tests this flying boom receiver will probably now become standard equipment in all Stratojets.



A B 17 BOMBER EQUIPPED EXPERIMENTALLY WITH ONE TURBO WASP ENGINE IN THE NOSE AND FOUR PISTON ENGINES: The bomber is seen flying with its piston engines turned off, and sustained only by the turbo-prop. This method of propulsion, which has been developed in England with great success since the war, is now at last finding favour with the Americans, who have realised that high cruising speeds and fuel economy at great altitudes are features of the gas turbine. The various Turbo Wasps now under test in America are a result of the pooling of the engineering resources of two of the world's leading engine builders, Pratt and Whitney Aircraft of East Hartford, Connecticut, and Rolls-Royce, of Derby. In jet production Pratt and Whitney have copied the Tay (J 48 Turbo Wasp) and the Nene (J 42 Turbo Wasp), and they have made an independent contribution in the after-burner of the J 48. The gas-turbine version shown here is now styled as the T 34 Turbo Wasp.

DESIGNED FOR FAST AND LUXURIOUS FEEDER-LINE SERVICE: This is the Handley Page Marathon which West African Airways are taking over and is now being sent out to Nigeria for a period of operational tests. If successful the Marathon may play an important part in the development of African communications. The Marathon, which has a range of more than 1,000 miles and a cruising speed of 200 m.p.h., was first seen in 1946 when the prototype made a series of successful flights. It was after that that B.E.A.C. decided to use the Marathon on internal services in Scotland and between England and the Channel Islands. The pilot and co-pilot navigator sit side by side in the plane with dual controls. Aft of the pilot's compartment is the luggage compartment, and then the main cabin follows with accommodation for twenty-two passengers.

HOVERING OVER ICE-CHOKED NIAGARA

A BELL AIRCRAFT HELICOPTER PAYS A VISIT TO THE FAMOUS FALLS IN THE MIDST OF WINTER

WHEN THE GREAT CATARACT IS IN WINTER'S GRIP: *Left*—A Bell helicopter hovering over the American Falls on the north side of the River Niagara. Here the Falls are frozen almost to a trickle. *Right*—The Bell heading towards the column of mist which marks the centre of the Horseshoe Falls over which a large volume of water continues to pour, despite the low temperature. *Below*—Another view of the frozen American Falls. In 1938 there was a great disaster at the Falls when ice-floes, which had been hurled with tremendous force over the cataract, piled up against the famous Falls bridge, setting up such a pressure that the structure fell headlong into the stream. The 1,000-ft. bridge, weighing some 2,600 tons, was reduced in a few minutes to a mass of twisted, mangled wreckage.

THE "BRABAZON" OF THE LAKE—TWO COMMON MUTE SWANS TAKE OFF: The Common Mute Swans, which are described as probably the heaviest birds to fly, require a long stretch of water to act as a "runway." As the birds prepare to take-off they appear to run along the surface while their wings strike the water with a heavy "thump thump." The chief distinguishing mark of the mute swan is the prominent black knob at the base of the black-margined mandible. This species also holds its wings slightly raised and its neck arched when swimming. The mute swan has lived in this country in a semi-domesticated state for centuries, having been brought to England from Cyprus by Richard I. It grows to a length of about 5 ft.

BIRDS IN FLIGHT

A Pictorial Survey of the Birds which Inhabit the Coasts and Rivers

A VERY COMMON BIRD ON BRITISH COASTS—THE KITTIWAKE TAKES EVASIVE ACTION: The wing tips are bent backwards and are shut, so giving the wing a smaller area than usual. This enables the wing to cut through the air more quickly and therefore more power can be applied for a short time. This is analogous to the action of a variable-pitch propeller of an aircraft, which enables more power to be applied for taking off. The Kittiwake's plumage is predominantly white, but the upper surface is grey, and there is some black on the wing.

THE GANNET IN FULL FLIGHT: The gannet has pure white plumage with the exception of some black feathers on the wings and a slight yellowish buff tinge on the head and neck. The gannets work havoc in the fishing grounds, but in the English Channel colonies they are much persecuted by herring gulls. They are to be seen in enormous numbers around Grassholm, Skomer and Skokholm.

ATTITUDES OF THE GANNET, OR SOLAN GOOSE: *On left*—A fantastic position adopted by the bird just before landing. *On right*—A gannet approaching its nest on a rocky cliff. The gannet lays only one egg and the female sits so closely she will often allow herself to be touched rather than leave the nest. She generally sits with her face turned in towards the cliff. The nest consists of seaweed and grass on the bare rock, and when first born the young gannet is black, blind and bald.

ALMOST ON ITS BACK—A COMMON GUILLEMOT, FRIGHTENED BY THE PHOTOGRAPHER, REELS OVER AND FLIES AWAY: The picture, taken as the bird took violent avoiding action, shows that in endeavouring to get away it has turned almost on to its back. The bird was about to come in to its nesting ledge where the eggs are laid on the bare rock. Both the male and female share the labour of hatching and rearing the young. The guillemot, a genus of diving birds of the Auk family, is very abundant on the British coasts. The colouring of the bird varies according to the seasons. In summer the head, neck and upper parts of the body are of dark brown and the under parts white, but in winter the neck and some parts of the body become white or mottled brown and white. The bird is often called the Foolish Guillemot.

AS THE COMMON GUILLEMOT CAME INTO LAND: This picture shows how the tail and feet are spread out to slow down the bird. The wings are beating violently for the same reason, and the effort can be judged by the tremendous bunching of the breast muscles.

A TYPICAL BRITISH COASTAL SPECIES—AERIAL ACROBATICS OF THE HERRING GULL: A remarkable action picture showing the wing-tips almost touching. The herring gull is a large bird measuring nearly 2 ft. in length. It has a yellow beak, yellow rings round the eyes, and red legs.

THE EUROPEAN OR COMMON HERON IN FULL FLIGHT: This bird, formerly preserved for hawking, is a well-known inhabitant of these islands. Its plumage is grey, greyish-white and black. There are several heronries in England and the bird is now more or less protected.

THE FULMAR PETREL REVEALS A FEATURE OF ITS STEERING: *On left*—An interesting position, with the bird, a native of the Hebrides and North Coast of Scotland, steering with one foot. *On right*—In this banking position the tail, body and wings are seen swinging round into the vertical. The Fulmar Petrel has a habit of following whaling ships to feed on the refuse blubber. It is about 20 ins. in length and has grey-and-white plumage

AGROUND ON THE BLACK MIDDENS AT TYNEMOUTH: The minesweeper H.M.S. *Brave*, on tow from Harwich to the Tyne Division R.N.V.R., seen after she had been driven ashore following the parting of her tow-ropes. The skeleton crew of the vessel had to be brought ashore by breeches buoy, a task that occupied two hours. The vessel was only one of many in trouble round Britain's coasts in the week before Easter, when fierce storms swept across the North Sea and also the English Channel.

HOME NEWS IN PICTURES

A SURVEY FROM LONDON AND THE PROVINCES

A BRIDE FROM ATHENS: Before the Archimandrite, the Very Rev. J. Virvos, in St. Sophia Greek Cathedral, London, stand the bride and groom wearing nuptial crowns. Candles, carried by bridal attendants, burn on each side. It was the wedding of Mr. E. Keeley, of Winchester, Massachusetts, and Miss Margaret Kyris, daughter of Rear-Admiral Kyris, of Athens. Mr. Keeley is the son of J. H. Keeley, a former U.S. envoy in Damascus.

PREPARING ONE OF THE NEW SINGLE-SEATER H.W.M.'S FOR THE 1951 RACING SEASON: On the right are John Heath and his chief mechanic, Continental guide and interpreter, Alphonse Francis. The H.W.M.'s have been planned, built and tested in less than a year in the workshops at Walton, in Surrey. Stirling Moss, the well-known young racing driver, has already made a successful track test at Goodwood. Another test, made by George Abecassis, resulted in a serious accident in the week before Easter. The cars, which were designed by John Heath and George Abecassis, are shortly to make an extended Continental tour.

STAINED-GLASS WINDOWS FOR AMERICA: Barbara and Dulcima Glasby in their Henfield, Sussex, studio with a completed section of the window for the Peachtree Christian Church in Atlanta, Georgia. The sisters are working on the one order, which they anticipate will take them another four years to complete. When all the panels for Peachtree Christian Church have been completed, they will form a window of approximately 185 sq. ft. in area.

HAULING UP ONE OF THE LOST WAGONS FROM DOVER HARBOUR: A recovery vessel engaged in bringing a truck to the surface. It was one of eleven swept from a siding on Dover Admiralty Pier. Some of them were loaded with agricultural machinery, which had been imported from the Continent. The accident occurred during the great pre-Easter gale, which damaged harbours and sea fronts, brought down telephone lines and trees, caused flooding and upset shipping schedules. The strongest wind was a 74-m.p.h. gust at Dover, and it was this one that swept the wagons into the sea.

THE GUN WHICH WILL BE USED "TO SHOOT THE MOON": This superstructure has been placed at the summit of the Old Shot Tower, which is being preserved as an integral feature of the great Festival Exhibition on the South Bank near London's County Hall. It was during last autumn that the first attempt was made to haul an anti-aircraft gun to the summit of the tower, but on this first occasion the gun crashed 150 ft. to the ground, injuring a gunner. A second attempt was completely successful. The gun, with its calibrated sights, is to be used as a mounting for equipment by which visitors to the Festival can send radar impulses to the moon and see them reflected back. Visitors to the Exhibition will not be able to climb the Shot Tower. Its base will contain a display on the history and future development of the South Bank of the Thames.

THE ARTIST, HER TWO PORTRAITS AND HER TWO DISTINGUISHED SITTERS: Miss Lindsay Williams, the portrait painter, with General Shanker Shamsher Jang Bahadur Rana, Nepalese Ambassador in London, and the Ambassador's wife, the Rani Shanker. The General was painted wearing his jewel-encrusted headdress, which is said to be worth £10,000. Miss Williams' studio is in St. John's Wood, and this picture was taken during a ceremonial visit on the part of the Ambassador to mark the completion of the portraits.

THE REMAINS OF THE MILL BUILDING IN THE GROUNDS OF NEW RIVER HEAD, ROSEBERY AVENUE, ONE OF THE 150 BUILDINGS IN THE FINSBURY AREA OF LONDON WHICH HAVE BEEN LISTED FOR PRESERVATION BY THE MINISTRY OF LOCAL GOVERNMENT AND PLANNING: It was here that Sir Hugh Myddelton's pioneer canal, supplying London with pure water from the Home Counties, reached its terminal point. The New River, constructed in 1609-13, at a cost of £500,000, had many bitter opponents among the landowners of the day. Other buildings in Finsbury listed for preservation by the Ministry include the house of John Wesley—now the Wesley Museum—which was built about 1779; Wesley's Chapel built about 1777; the tomb and statue of John Wesley and the obelisk in memory of Susannah Wesley in the burial-ground surrounding the chapel; and the many famous tombs and monuments in Bunhill Fields. Among those buried in Bunhill Fields were John Bunyan, Daniel Defoe, Susannah Wesley, Dr. Isaac Watts and William Blake. Also included in the list are the Charterhouse, which was formerly the Carthusian Priory, and part of which dates from the fourteenth century; a house in Farringdon Road which contains the ancient "Clerks' Well" mentioned by Fitzstephen in 1174; and the tomb of George Fox, the celebrated founder of the Society of Friends, in Roscoe Street.

LONDON PRESERVED—A CORNER OF MYDDELTON SQUARE, FINSBURY: Most of the buildings in this fine old square (named after the man who, in Stuart days, cut the New River to give London a better water supply) are listed for preservation under the Ministry of Local Government and Planning's latest order.

ASHTON COURT, CENTREPIECE OF AN ANCIENT WEST COUNTRY ESTATE WHICH IS BEING ACQUIRED BY BRISTOL CORPORATION: This is the West Front of the house, which dates from 1645 and stands on the site of an earlier mansion erected in the fourteenth century. Inigo Jones designed the South Front. The house is surrounded by an exceptionally large and beautifully wooded park, and, in all, the estate covers 6,000 acres. It is now revealed that Bristol Corporation is to purchase 840 acres, 725 acres of which are to be used as a public open space, 75 for educational purposes, and 40 for playing fields. Fears that this gracious parkland would become a racecourse, a golf course or permanent show site may now be discounted. Ashton Court was the home of the Smyth family, and it may be remembered that the sale of the family treasures in 1947 brought buyers to the West Country from all parts of the world. The original Collinson's "History of Somersetshire," coloured prints after Morland, Westall and Angelica Kauffmann, a rare Monteith bowl dated 1692, Sheraton and Chippendale furniture, Sèvres, Delft, Spode and Nankin ware, and Gobelin tapestries were among the treasures for which buyers competed. At the time of writing it has not yet been decided what will happen to the mansion, but it seems conceivable that it will in some way be made to fit into Bristol's civic scheme. It lies just on the corporation boundary.

HERITAGE IN STONE

The Future of the Ashton Court Estate Linked with Bristol Corporation; Rebuilding the Temple; David Livingstone's Birthplace in Danger

THE ALMSHOUSES AT LONG ASHTON, THE LONG STRAGGLING VILLAGE ASTRIDE THE WESTON-SUPER-MARE ROAD NEAR BRISTOL: They were the work of the architect Edward Gabriel at the beginning of the present century. An inscription on the almshouses reads: "Erected by Lady Emily Frances Smyth 1902. Rest after toil. Peace after Stormy Seas, Doth Greatly Please." Lady Emily, of Ashton Court, was known as a generous contributor to local charities. The family treasures were sold in 1947.

CLEARING THE FOUNDATIONS OF THE HARCOURT BUILDINGS: A NEW PHASE IN THE RECONSTRUCTION OF LONDON'S BLITZED INNER AND MIDDLE TEMPLES: The Harcourt Buildings, at the Embankment end of Middle Temple Lane, will be re-erected in heavy stone and will be largely restored to their original appearance. The buildings derive their name from Sir Simon Harcourt, Solicitor-General in 1703 and for a while Treasurer of the Inner Temple. The general reconstruction of the Inner and Middle Temple must of necessity occupy many years, for the damage done in 1941 was enormous. The Inner Temple Hall, built by Smirke, was completely destroyed. Middle Temple Hall, the older of the two buildings, was much more fortunate, and the damage done in 1940 has now been repaired, the task including the piecing together of the shattered Renaissance screen. The famous Temple Church, one of the four round churches of England, suffered particularly severely during the blitz.

THE BIRTHPLACE OF DAVID LIVINGSTONE AT BLANTYRE, LANARKSHIRE, IS IN DANGER: There has been a movement in the foundations of the building, and cracks are appearing high up in the walls. So serious is the state of the building that immediate action has had to be taken, and a strong supporting wall is now being erected. The cost of these repairs will be at least £2,000, and the Governors of the Livingstone Trust are asking the help of the public to raise this sum. Livingstone, whose great-grandfather fell at the Battle of Culloden, was the grandson of a small farmer at Ulva in the Hebrides. The latter, finding his farm insufficient to support a numerous family, moved to Blantyre, near Glasgow, in 1792. It was there that David Livingstone's father Neil set up as a small tea dealer. He was a man of great piety and held office as a deacon. At the age of ten David Livingstone went to work in the local cotton factory as a piecer.

PERSONALITIES at HOME and ABROAD

A Meeting of the Cymmrodorion in London; Viscount Camrose Visits Monte Carlo During His Mediterranean Tour; The City Pickwick Club and a New B.B.C. Serial Production

The bicentenary celebrations of the Honourable Society of Cymmrodorion, formed for the encouragement of the art, literature and science of Wales, began on March 14 with a council meeting and dinner at the Cannon Street Tavern, where the Society held its first meeting in 1751. During the initiation of new members an "outer guard," armed with swords, was posted outside the Council Chamber. Inside, the members sat at their table, which was decorated with flowers and candles, smoking churchwarden pipes and drinking Bragawd, a 1,000-year-old recipe of honey, ale and herbs. A welcome return to the Council Chamber was the Society's banner, which had been found after lying in an oak chest at Ashford Welsh Girls' School since 1850. It had been sent to the school on the occasion of its opening ceremony.

THE BICENTENARY CELEBRATIONS OF THE HONOURABLE SOCIETY OF CYMMRODORION—THE COUNCIL MEETING AT THE LONDON STONE TAVERN, CANNON STREET, E.C.: The members, smoking their churchwarden pipes, at the meeting when they initiated the Welsh poet, Mr. Caradoc Pritchard, as a member of the Society. Princess Elizabeth has arranged to attend a reception during the main celebrations on October 18.

CRUISING IN THE MEDITERRANEAN—VISCOUNT CAMROSE VISITS MONTE CARLO DURING HIS STAY IN THE MIDDLE SEA: The Chairman and Editor-in-Chief of the *Daily Telegraph* (left) chats with Admiral Sir George Chetwode at Monte Carlo during his stay there. Admiral Chetwode lives at Roquebrune, near Monte Carlo. Viscount Camrose, who has been making a tour of the Mediterranean in his motor yacht *Virginia*, was accompanied by Viscountess Camrose and his daughter, the Countess Birkenhead.

GOING ASHORE IN MONTE CARLO—VISCOUNTESS CAMROSE WALKING DOWN THE GANGWAY FROM THE MOTOR YACHT "VIRGINIA": Standing by the gangway on the quayside is the yacht's master, Captain W. Behenna. Just behind Viscountess Camrose is her daughter, Countess Birkenhead, and standing with her back to the camera is Lady Gore. Viscount Camrose can be seen on the extreme left.

RADIO'S "MR. PICKWICK" MEETS MEMBERS OF THE CITY PICKWICK CLUB: Frank Pettingell (left), who is playing Mr. Pickwick in a new B.B.C. serial production of the *Pickwick Papers*, takes wine with Mr. Lennard Hearn and Mr. Ralph Perring, J.P., who are known at the Club as "Mr. Alfred Jingle" and "Bob Sawyer," respectively. The rule of the Club is that each member takes the name of a character from the *Pickwick Papers* the President being "Mr. Pickwick." The meeting was held at Broadcasting House. Just recently it was announced that the George and Vulture Tavern, in the City, the meeting-place of the Club, was to be granted a new lease of life following its proposed demolition.

ON THE EVE OF THE PRODUCTION OF A NEW B.B.C. PLAY: Rolf Lefebvre (left), who is playing the part of "Mr. Snodgrass" in the radio play, meets his counterpart of the Club, Mr. W. T. Boston, the City Swordbearer.

"OLD MRS. WARDLE" MEETS "TONY WELLER" AT BROADCASTING HOUSE, LONDON: Vivienne Chatterton seen with a member of the City Pickwick Club. The Club was founded by Alderman James Roll, on February 16, 1909.

New Lamps and Old

THE NARROW WORLD OF PRIVILEGE

Mrs. Arbuthnot As the Heart and Centre of Toryism

By JOHN GORE

MRS. ARBUTHNOT'S FOOTNOTES.—It is natural enough that I should spell through the diaries of Mrs. Arbuthnot. Their period is that of which I am least ignorant in our history, and they in large degree put the opposite political point of view to that of the Whig commentators such as Greville, or Creevey, whose writings I have more than once edited. Mrs. Arbuthnot was at the heart and centre of Toryism at its most conservative. Her heroes were Castlereagh and Wellington, and her diaries redeem her own fame, so long and so confidently aspersed by (no doubt) her political opponents. Mud, if thrown in bulk, sticks, and most people till to-day have supposed she was the Duke's mistress and her husband a loathsome, complaisant and shadowy third in a menage not uncommon at the end of the eighteenth century, but much less common in the 1820's. From all these nasty innuendoes her diaries scour the slime. She rises from the grave to reverse the verdicts on three defendants, after more than a century. If her life was narrow and exclusive, her family life was virtuous. She was not the sort of woman to indulge in affairs. She had not the impulsiveness or warm-heartedness of Georgiana and Henrietta Spencer, although she was generous enough to admire their charity.

These diaries have been admirably selected, edited and annotated by two very accurate and knowledgeable editors. The footnotes are themselves a *Who's Who* of half-a-century. Some might say there are too many of them. Every editor has to decide that knotty point—where to draw the line? Is Byron too well known for a footnote; is Mrs. Hughes-Ball of sufficient importance? Even now, I don't know the answer. The Duke and Mr. Bamford have trawled with a very small mesh and their exhaustive research into the details of the least important is a matter for admiration and amazement. If these footnotes were arranged in alphabetical order and published in the form of *Who's Who*, they would make a tidy reference book and a comprehensive. But . . . it would be less like a *Who's Who* than a *Debrett* of the 1820's. For, if you glance through the footnotes of a hundred pages, you will observe that a vast proportion of the subjects were either peers, or children of peers, or were created peers, or married peers or the children of peers. You are positively and agreeably surprised by a footnote concerned with a mere commoner!

The chief point in the sneers concerning the Whigs of that era was ironical, paradoxical. These "liberal reformers" who were to hand over a share of their aristocratic privilege and political patronage (including the right to a vote) to the middle classes, were themselves a close corporation more exclusive, more narrow, more bigoted in their belief in birth and blood, than any other class or party clique had ever been. Among them, even men of genius, if of humble origin, could not hope for highest office short of the power to move mountains. So was Sheridan handicapped, so Burke, so for long Brougham; so were lesser statesmen of the stature of Tierney and Whitbread. It was a true Bill as a political taunt before the 1840's. And no doubt the Tories made play with it. Yet the heart and centre of Toryism in that vital pre-Reform era was a very brittle glass-house from which to throw stones. Politically they equalled, socially they easily outdid the Whigs in their narrow exclusiveness. The Whigs of Mrs. Arbuthnot's day at least subscribed to a more democratic *Who's Who* than a peerage. Useful men, witty men, adroit and able men of the middle class were suffered to slip through their nets and hall doors. But . . . catalogue the footnote biographies of Mrs. Arbuthnot's circle, and you will suppose that anybody below baronet rank was a phenomenon, a cleansed leper; in short, deserving of a very elaborate footnote.

Unconscionably Long A-dying.—In society this belief in the exclusive excellence of an entrenched aristocracy was not of great importance. Such circles as maintained it in the face of an advancing democracy merely became increasingly stuffy, stupid and snobbish. It was to be found in English cliques right up to the First World War, in pre-war imperial Germany, with knobs on, right through to the revolutions of 1918, and in the small circle of aristocracy in Belgium even in the years between wars. But in politics, it was (and is) not to be so lightly dismissed. In Sheridan's time (and for how long afterwards?) politics were the jealously-guarded preserve of an entrenched aristocracy. Men of genius, brains and worth, who were not of "assured birth," were "co-opted" as allies and given rein to rise up to a certain point. Beyond it they must not aspire. The plums of the Cabinet were reserved for the quality. This explains the extraordinary fact that Sheridan was never sworn of the Privy Council, that Tierney could not rise higher even in opposition, and that Canning and even Peel only rose above their appropriate "ceiling" by sheer guts and merit combined.

Most people assume that in the field of politics this aristocratic preserve was broken down after the Reform Bill of 1832. That is far from the truth. It began to be "poached" in early Victorian days by brilliant marauders, but it remained a theoretically unchallenged or un-taken fortress for decades later. Indeed, in his *Modern England*, Marriott dates the breaking-in to the preserve only from 1888.

And there is a good deal of colour for that dating to be gained from contemporary memoirs which echo the expressed opinions and reveal the manner of thought of aristocratic politicians, and indeed of the Queen herself, up to the last two decades of Victoria's reign.

Perhaps "Dizzy's" long struggle and ultimate triumph were the tardy and definitive victory for Democracy. If that be true, then indeed aristocratic privilege may justly be compared with Maiden Castle in its strength, its permanence and—in the clear traces of its fortifications which still survive, not indeed in politics but in small isolated strong-points wherein still pure (or out-and-out) democratic ideals and practices do not "quite do." The "eldest son" mentality is not quite dead. There are still remaining a very few pickings which in some quarters are regarded as first refusals (or acceptances) by peers.

There are, besides, a few survivals of hereditary offices connected with the Court which, being for the most part picturesque ceremonial museum pieces, are valuable for preserving an ancient tradition of our Monarchy with which no one seriously quarrels. Pageantry is regarded as an essential still.

Such offices, naturally, are the prerogatives of peers. And peers for the most part still compose the roll of Garter Knights and probably even of H.M.'s Lieutenants of Counties. It is still a rather recent innovation which has swept away the custom of seeking first among suitable peers before filling a vacancy for a Governorship.

In short, the aristocratic theory, despite the constant victories and advances of democracy, is still holding out in one or two small pockets of resistance. It dies hard; and the stimulus and encouragement which Mrs. Arbuthnot and her heroes gave to it 130 years ago must have helped to keep it alive so long.

Under the social conditions which obtained when the theory was in full vigour, it worked out on the whole efficiently, and no more unjustly in a social sense than does "pure" democracy in an uncomfortable apprenticeship.

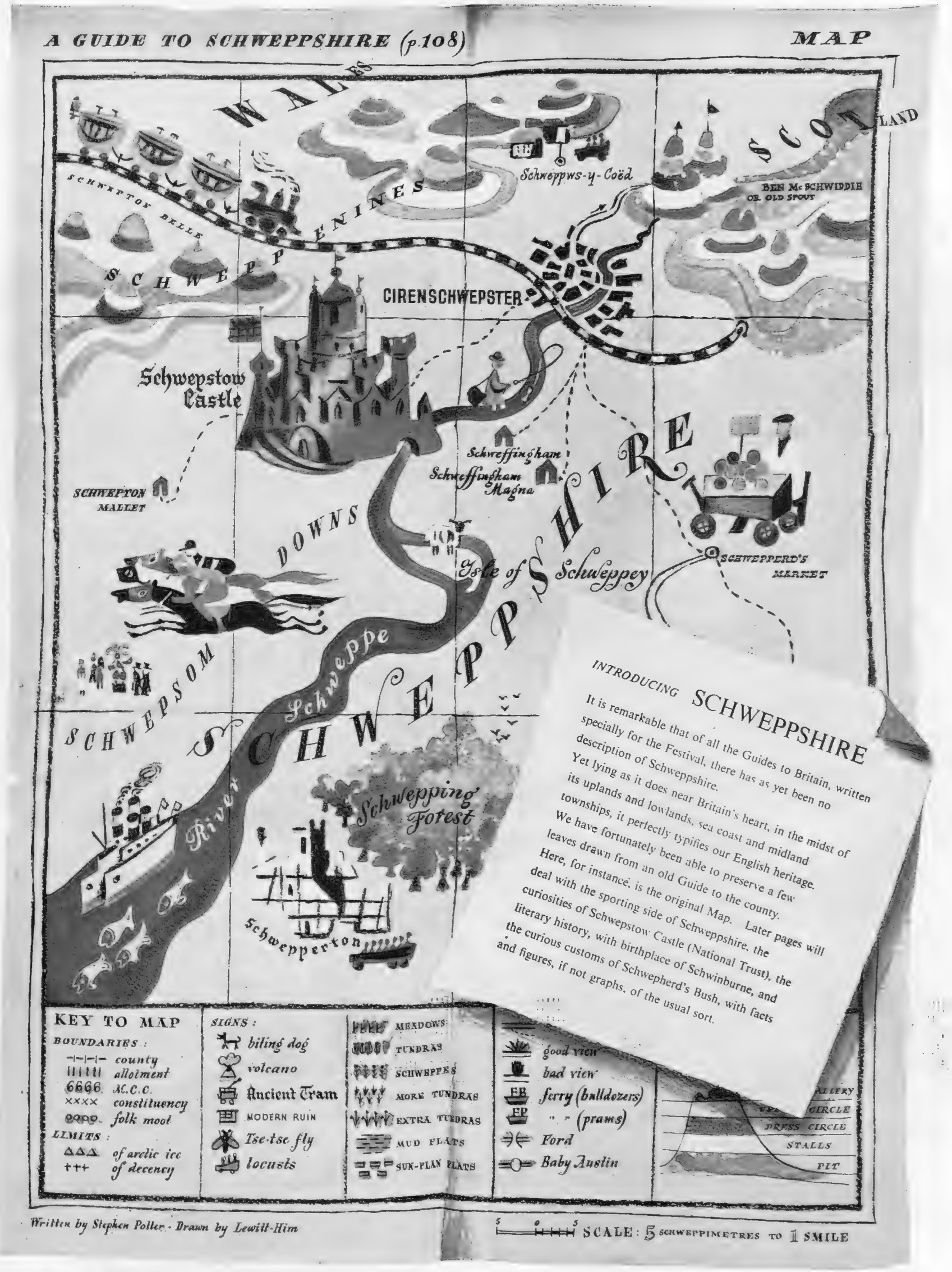
BEAULIEU ABBEY, HAMPSHIRE, ONCE THE HOME OF THE CISTERCIAN ORDER: A view of the Abbots House or Great Gate House which is now the residence of the Montagu Family. Another part of the old foundation, the monks' refectory, now forms the parish church at Beaulieu, and it is for this church that an appeal for £5,000 towards restoration work is being launched. In 1204 King John granted the site for Beaulieu Abbey to the Cistercian Order, after—tradition has it—a warning dream that he should repent riding down a number of the Order's brethren. This site, richly wooded, well-watered and fertile, on the banks of a navigable river, was named by the monks Bellus Locus Regis—"The Beautiful Place of the King." The first monks came from Faringdon, Berkshire; and it was in 1246 that the Abbey Church was dedicated by the Bishop of Winchester at a ceremony attended by King Henry III, his Queen, and Prince Edward. After the dissolution of the monasteries, begun by Henry VIII in 1536, most of the Abbey was demolished and some of the stone was used in the building of what is now the headquarters of the Royal Yacht Squadron in the Isle of Wight. The King then granted the lands to his Lord Chancellor, Thomas Wriothesley, ancestor of the present owners, the Montagu family. Queen Margaret of Anjou (wife of Henry VI) and the Countess of Warwick (wife of the "Kingmaker") both sought sanctuary at Beaulieu after the disastrous Battle of Barnet in 1471. Altogether, the Abbey has given sanctuary to eight English monarchs.

RATES OF SUBSCRIPTIONS TO "THE SPHERE"

Published at 2/- Weekly

	12 months and Xmas No.	6 months and Xmas No.	6 months without Xmas No.
	£ s. d.	£ s. d.	£ s. d.
Inland	5 16 0	2 19 6	2 16 6
Canada	5 0 0	2 12 0	2 8 9
Elsewhere Abroad	5 5 0	2 14 3	2 11 0

The above terms are inclusive of postage



SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH

The World of Books—By VERNON FANE

WAR MEMOIRS AMONG THE NEW BOOKS

Viscount Cunningham of Hyndhope, Judge Michael Musmanno, and Dr. Paul Schmidt All Make Contributions to History

NAVAL appointments, and indeed admirals, are in the news now, but it needed no topical excitement to draw one's interest to the autobiography of Admiral of the Fleet Viscount Cunningham of Hyndhope. As Commander-in-Chief Mediterranean in the dark days from 1940 to 1941, and later, from 1943, as First Sea Lord, this is not only the tale of a career, but a new view of a part of our own history. In the course of his story, Admiral Cunningham writes with pride and affection of a younger and distinguished colleague that he was "essentially a fighting sailor." The same might well be said about the author of A SAILOR'S ODYSSEY (Hutchinson. 21s.). The Admiral is a Scot, although born in Dublin and now apparently resident in England, and he devotes the first chapters of his book to a brisk and unsentimental summary of his early years and his first appointments. But by far the greater part of his writing is devoted to his service during the last war, which, faithfully described and documented, becomes a first-hand account of Britain's naval war. This is the book of a great man of our times, and it does one good to read it.

THE LIPTON STORY (Cassell. 12s. 6d.) is the story of a man who loved the sea in a very different way; competitively, since competition was his element. Thomas Lipton was born in Scotland, but was of Irish descent, and the future grocer and yachtsman showed his mettle early in his father's little shop when he said to his parent, who was serving eggs at the time: "Why not let mother serve them? Her hands are smaller. They would make the eggs look larger." Between that day and his weekly wage of 4d. for barrow-wheeling, and the splendours of his millions and his chain stores, lies a lifetime of drive, ingenuity and perseverance, which Mr. Alec Waugh details with liveliness and sympathy, not forgetting to record the triumphs and defeats of the succession of yachts named *Shamrock*

Mr. Michael Musmanno is a Judge in one of the United States courts, and during the war, in which he had served as a naval captain, he was assigned first to be naval observer at the Nuremberg trials, and then to be judge in a case of the mass murder of over 1,000,000 of the enemies of Hitler's regime. During and after this experience, Judge Musmanno interrogated hundreds of Germans from Grand Admiral Doenitz to the Führer's butler and barber. TEN DAYS TO DIE (Peter Davies. 12s. 6d.) is the story from what might reasonably be called this authoritative source, of Hitler's last days in the fire-ringed bunker by the Wilhelmstrasse. To those of us who remember Mr. Trevor Roper's book *The Last Days of Hitler*, with appreciation, this will be no more than a complementary volume, written with greater heat and at greater length, but coming in the end to at least one of the same conclusions, that Hitler is well and truly dead, and that he died by his own hand.

HITLER'S INTERPRETER (Heinemann. 15s.) is presented as a secret history of German diplomacy, and is Dr. Paul Schmidt's account, and often his explanation, of the diplomatic conferences between 1935 and the beginning of the war, held between Hitler and Allied representatives, and later with the Italians and the Russians. In some ways, indeed, the book could be read in conjunction with the Ciano diaries, although, due partly to Dr. Schmidt's position, they cannot give the same impression of events seen at first hand and set down, in truth or in malice, by one of the protagonists. Nevertheless, it is a book that has its place among those that help to explain some of the motives behind the conduct of the enemy's war.

War again, though a different facet of it, is the subject of Mr. Paul Brickhill's book, THE GREAT ESCAPE (Faber and Faber. 10s. 6d.), in which he tells the story of the mass break-out from Stalag Luft III, in which he played an active part. Not even books as exciting and as authentic as *The Wooden Horse* can or should dull one's appreciation of this amazing account, in which different and perhaps less extraordinary methods were used to the same purpose, but in which the same courage and doggedness and humour shine out. Six hundred Air Force officers were concerned in this action; digging tunnels, making railways underground, building workshops and air-pumping chambers. They forged 400 passes, made 250 compasses, printed 4,000 maps and faked German uniforms and "civvies." In the end, seventy-six of them escaped, and of these fifty were caught and murdered in an act, as Mr. Anthony Eden said in the House of Commons at that time, "of cold-blooded butchery." The photographs which illustrate this amazing book were taken by the Germans themselves, and the drawings are by Mr. Ley Kenyon, who was also a prisoner and saw everything he draws so vividly.

THE TRUTH ABOUT KOREA (Putnam. 10s. 6d.) is the fairly ambitious title of a little book by Dr. Robert T. Oliver, who has acted as political adviser to the South Korean President, Syngman Rhee. Dr. Oliver's analysis and description of the situation is carried up to November 1950, and in conclusion, though hardly in comfort, states that "the human race simply does not have much more time."

SHAW'S CORNER IS OPENED TO THE PUBLIC: Mr. H. W. Williams, Chairman of Hertfordshire County Council, speaking from the porch at the official opening of the home of the late Bernard Shaw at Ayot St. Lawrence. On his right is Lord Esher, Chairman of the Historic Buildings Committee of the National Trust, and on his left is Dame Edith Evans, who declared the house and grounds open. The admission charge to Ayot St. Lawrence is 2s.

There is not only a spate of novels this week, but a spate which demands attention in at least five or six instances. A CHAIR BY THE FIRE (Hamish Hamilton. 10s. 6d.) is a first novel by a young American, Mr. Kendall Mitchell. This is far from being a great book, but it has a quality about it that is really compelling, and that quality is youth. Not the youthfulness carefully drawn in by an older and more experienced novelist, not the inimitable descriptions of a Booth Tarkington, but the thing itself, the serious, head-wagging, know-it-all discussions of young men with other young men, the interminable and startlingly frank telephone conversations of girls with their girl-friends, and the general acceptance of the theory that the world has to be put right by them, and by Saturday week at the latest. Perhaps unconsciously a touching book, and by other standards, an entertaining one.

FINISTÈRE (Gollancz. 10s. 6d.) is a more serious and, indeed, a more effective piece of work by Mr. Fritz Peters, who has chosen the novel form to write a study of homosexuality, showing it as a tragedy that might beset a passionate and innocent boy who had yet to learn some of the world's corrupt ways. To be acceptable reading such a subject must be treated with frankness and yet with a kind of clinical detachment, and some part of that approach has been achieved here. This is obviously not a book that will be universally appreciated, whether as literature or sensational writing, but it has its own dignity and a humane point of view

In the old days when the Royal Navy was under sail, it was the custom for a captain, during a very long voyage, to give the order "Hands to dance and skylark" when he thought his ship's company needed some fun and games to liven them up, and DANCE AND SKYLARK (Collins. 9s. 6d.) is the title Mr. John Moore has chosen for a novel that is part country chronicle, as we have come to expect from him, and part good homely fun. The setting is an English country town in the festival summer, and the chief problem, apart from such things as loving and hating, jealousy and snobbery and civic pride, is the threat to the Festival pageant caused by an unexpected flood. Nothing very portentous about all this, and perhaps nothing very memorable either, but, nevertheless, a pleasant and happy little novel.

Now for two historical novels, of which the pick is Mr. Johan Fabricius' story, THE BEGGARS' BANQUET (Heinemann. 12s. 6d.). This is set in the Netherlands in the years between 1560 and 1580, when Spain's power was in the ascendant, and when the people of the Low Countries were made to feel the Spanish yoke and the Spanish whip with bitter force. Although this is fiction, much of it is based on fact, and Mr. Fabricius has given new life to the figures of Charles V, the painter Breughel and, most of all, to the Count Hendrik van Brederode, "The Great Beggar," whom historians have dismissed often as a libertine and a drunkard, but who is represented here as the first hero to take a stand against Spain and the Inquisition.

ADVENTURES UNDER ARMS (Harrap. 10s. 6d.) is a romantic and indeed rather fanciful reconstruction of the career of Captain John Smith, his Pocahontas, and those ladies to whose charity we are told he referred gratefully. Mr. W. Victor Cook is not the writer to spoil the ship for a ha'porth of tar, nor the story for a sovereign's-worth of embellishment, and the result should have a popular appeal.

RESTORATION ROGUES

Two Volumes Present the Seamy Side of Seventeenth-century Life

One aftermath of war or civil war in any country is invariably an increase in crime, and the Civil War which split England in twain in mid-seventeenth century was by no means an exception. Demobilisation after the war between King and People, in fact, produced one of the rarest crops of villains both in low and high places. The trouble persisted through the Interregnum and well into the Restoration, with first discomfited Royalists and then angry and soured Roundheads turning to felony, finding, in the absence of any proper police system, that the way of the transgressor was not particularly hazardous. Those who had spent their young manhood in fighting and in roaming, found themselves unable to settle down to honest toil; and many and various were the ways in which they occupied and enriched themselves. This engrossing subject is dealt with along parallel lines in two books which have just been published, and which therefore command attention together. The more important of the two, because it has probably involved the greater degree of original research, is Maurice Petherick's RESTORATION ROGUES (Hollis and Carter. 30s.). Here he places in his biographical pillory six characteristic malefactors of the age: Colonel Blood, whose attempted theft of the Crown Jewels was only an incident in a varied life of villainy; William Bledloe, the scoundrelly associate of Titus Oates; Ralph Montagu, the knavish ambassador who brought down the King's chief Minister; Thomas Dangerfield, the informer; Edward Fitzharris, the self-appointed agent provocateur; and Barbara Villiers, the King's most troublesome mistress, a wanton who had lived long and well upon an income derived from charges on the revenue. At the other end of the crime scale were the highwaymen, and those who read Patrick Pringle's STAND AND DELIVER (Museum Press. 18s.) will probably feel that they were a better set of fellows by far than those who worked by stealth in high places. Mr. Pringle's book deals with the whole history of highwaymen in this country, but chief attention inevitably focusses upon the seventeenth century in general and upon the Restoration in particular, for from 1650 on, they were vintage years upon the broad highway. Outstanding among the highwaymen of Stuart and Cromwellian days was Captain Hind, who set the fashion of chivalry towards the ladies and even extended the greatest courtesy towards male victims. Hind, the son of a Chipping Norton saddler, carried out such a campaign against Roundhead leaders that his exploits reached the ears of the Royalist hierarchy, and he was actually invited to The Hague to attend Council meetings. Eventually this cavalier went to the gallows after being convicted of high treason, the only charge, apparently, which could be made to stick. Mr. Pringle also deals with the lady friends of the knights of the road, the gangsters' molls of the seventeenth century, some of whom were gangsters in their own right. The most notable of them was Moll Cutpurse, "the Roaring Girle," who achieved even greater notoriety than Hind himself. It was she who robbed General Fairfax on Hounslow Heath, single-handed and in broad daylight holding up the General and his two servants. Then there was Joan Bracey, the daughter of a Northamptonshire farmer, who was courted and conquered by a highwayman named Edward Bracey. They went into partnership together, and, in the latter part of the reign of Charles II, made enough money to buy a West Country inn. History records, however, that Joan reached Tyburn in 1685 at the age of twenty-nine. In the '60's of the seventeenth century the highwaymen and highwaywomen were at the zenith of their success. Some worked alone, others hunted in packs, and all travellers, unless they were numerous and well-armed, ran the gravest risks of being plundered. The list is long and diverting to a degree, and Mr. Pringle, an excellent raconteur with an obvious flair for the seamy side of historical research, lets nothing be lost in the telling.

Books upon the fair face of Britain continue to come thick and fast in this year of Festival. Three such volumes are from the house of Batsford. One of them is F. R. Banks' SCOTTISH BORDER COUNTRY (12s. 6d.), in which the author ranges knowledgeably through Roxburghshire and parts of Northumberland, Cumberland, Berwickshire, Selkirkshire and Dumfriesshire. Another is Richard Wyndham's SOUTH-EAST ENGLAND (12s. 6d.). Mr. Wyndham was killed in May 1948 while observing the Arab-Jewish battle for Jerusalem and this second edition has been revised by Ronald Jessup. SEASIDE ENGLAND (15s.) is the work of Ruth Manning-Saunders, who has a great deal of fun both in words and pictures in commenting upon the English habit, past and present, of making holiday by the sea. The latest addition to the County Books is LONDON: THE NORTHERN REACHES (Robert Hale. 15s.), in which Robert Colville takes us through the boroughs that lie beyond Regent's Park, stretching up to the heights of Hampstead and Highgate. Of special value for the holiday visitor to these shores will be THE SUNDAY TIMES TRAVEL AND HOLIDAY GUIDE (*Sunday Times*. 10s.), which is full of vital touristic statistics having a particular bearing on the Festival.

For railway enthusiasts, and they are legion, DANGER AHEAD (Newman Neame. 10s. 6d.) is a new and interesting volume on signalling by Richard Blythe, who records on the title-page that he has had the technical advice of D. S. Bennett. Mr. Blythe has enlivened a highly technical subject with historical anecdotes

For business or pleasure

The Pullman is an impressive, spacious 8-seater of grace and dignity, eminently suitable for business or professional use, for industrial organisations, as a dignified town carriage, or for fast long distance touring. For the owner who more often than not prefers to drive himself, there is the 8-seater Imperial Saloon . . . a version of the Pullman without dividing partition. Coachwork by Thrupp & Maberly.

Humber Limited, Coventry,
London Showrooms & Export Division: Rootes Ltd. Devonshire House Piccadilly London W.1

HUMBER

8-Seater **PULLMAN LIMOUSINE**

£1475 PLUS PURCHASE TAX

8-Seater **IMPERIAL SALOON**

£1475 PLUS PURCHASE TAX

CRAFTSMAN-BUILT BY THE ROOTES GROUP

Also HAWK AND SUPER SNIPE

FAMOUS QUEENS *by famous Masters*

MARIE ANTOINETTE
by
Vigée le Brun
(Versailles Museum)

HIGHLAND QUEEN

SCOTCH WHISKY BY
MACDONALD & MUIR LTD
Distillers · Leith · Scotland

IN LOW GEAR

"Black mark, Basil, you're a licensing hour late. Good party last night? Or did you journey from darkest Surrey by post-chaise?"

"*No, Gerald, by horseless carriage. Could have sworn I filled the tank—but in the wide open spaces of Hyde Park she spluttered to a standstill.*"

"Very embarrassing."

"*Steam was wafting from the radiator, too, and blue smoke from the brake drums.*"

"Very trying. Could it be that last night you were suffering from too rich a mixture and failed to top up with Rose's Lime Juice?"

"*Painfully true, old boy. Shall we now discuss higher things over a large gin and Rose's?*"

ROSE'S—*for Gin and Lime*

Where every prospect pleases

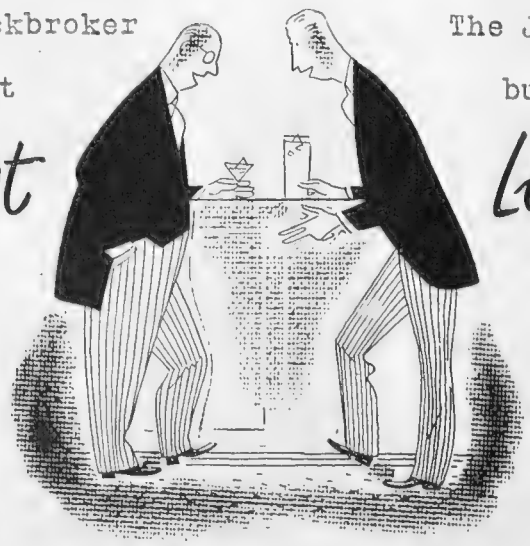
Ideally situated amidst glorious Devon scenery, abounding in amenities, with perfection in appointments and cuisine, the Palace Hotel provides a holiday which is a pleasure to anticipate and a delight to look back upon

Write for Brochure 'G'
Manager: George Conquest. Phone Torquay 2271

The Palace Hotel Torquay

The Stockbroker buys it *Short*

The Jobber buys it *Long*



THEIR PREFERENCE (SHARED) IS NOILLY CASSIS

Try Noilly Cassis long or short, and you, too, will become a "short" or "long" man or woman

HERE'S HOW!

LONG NOILLY CASSIS
Serve in a tall glass, add ice and top up with soda.

SHORT NOILLY CASSIS
Serve iced and neat in a cocktail glass.

But whether you prefer it long or short you'll agree Noilly Cassis is a most intriguing drink. And naturally so, for it is blended by Noilly Prat, makers of the world's most famous French Vermouth. To this famous vermouth has been added Creme de Cassis, in just the proportion to make it a most delightful aperitif — or a refreshing in-between-times drink.

Try it! Even confirmed extra-dry drinkers find it a most refreshing change.

Noilly cassis
A new sensation for the people with a taste for the not-so-dry

MADE BY THE MAKERS OF THE FAMOUS NOILLY PRAT FRENCH VERMOUTH

As London and district distributors for ARMSTRONG SIDDELEY we are always proud to show the latest demonstration models of these fine cars displayed at our West-end showrooms.

May we have the pleasure?

PASS AND JOYCE LTD

The CAR PEOPLE

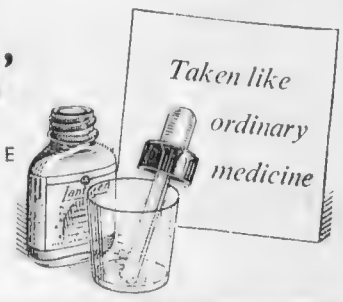
184-188 GREAT PORTLAND STREET · LONDON · W.1
Telephone MUSeum 1001 (6 LINES)

Latest method of treating

CATARRH and BRONCHITIS

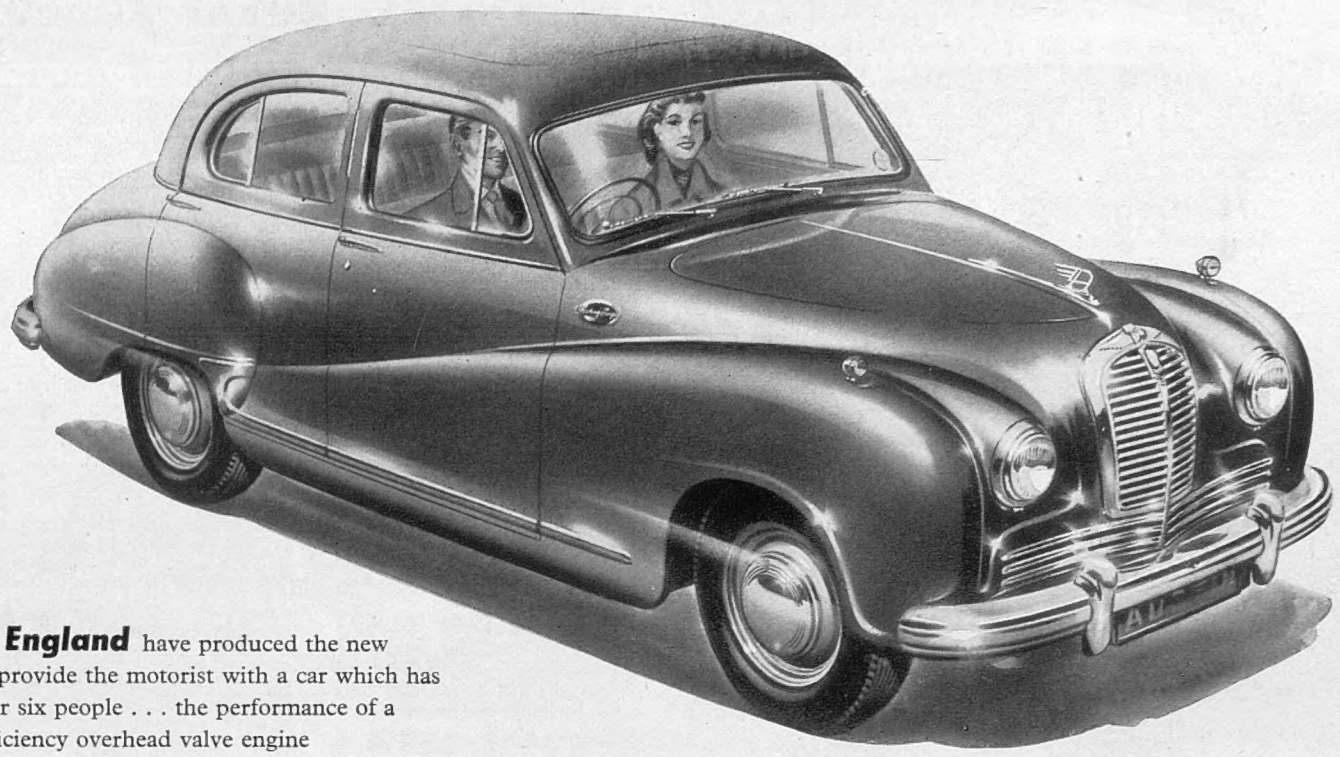
HERE is a *different* approach to the treatment of Catarrh and Bronchitis. Lantigen 'B', an oral vaccine, *taken like ordinary medicine*, stimulates vital tissue cells to produce antidotes to combat and neutralise germ poisons. After successful experience in Australia and subsequently in Canada, Lantigen 'B' is now widely acknowledged throughout this country also, for its treatment of these two stubborn and distressing ailments as witnessed by many thousands of unsolicited testimonials. Lantigen 'B' costs one guinea a bottle, plus 4/8d. Purchase Tax, from chemists only.

Lantigen 'B'
DISSOLVED ORAL VACCINE



Lantigen (England) Limited, Bagshot, Surrey.

For those who want to know more about THE NEW A70 HEREFORD



Austin of England have produced the new A70 Hereford to provide the motorist with a car which has comfort for five or six people . . . the performance of a 68 b.h.p. high efficiency overhead valve engine . . . the safety of full hydraulic brakes.
The windscreen is curved for maximum road visibility; there is air-conditioning and heating for comfort in all weathers, foam rubber seating upholstered in real leather and a large capacity luggage boot.
This brilliant new Austin has everything to commend it to the modern motorist—including its price.

Austin of England

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

Gleneagles
PERTHSHIRE

Britain's Distinguished Hotel for Fashionable Recreation

which attracts its clientele from all over the world

Enquiries for accommodation will receive the personal attention of the Resident Manager

OPEN EASTER TO OCTOBER

The Hotels Executive, British Transport, London, N.W.1

IMPERIAL CANCER RESEARCH FUND
Incorporated by Royal Charter, 1939.

Patron—**HIS MOST GRACIOUS MAJESTY THE KING.**
President—**The Rt. Hon. The EARL of HALIFAX, K.G., P.C.**
Chairman of the Council—**Professor H. R. DEAN, M.D., F.R.C.P.**
Hon. Treasurer—**Sir HOLBURT WARING, Bt., C.B.E., F.R.C.S.**
Director—**Dr. JAMES CRAIGIE, O.B.E., F.R.S.**

The Fund was founded in 1902 under the direction of the Royal College of Physicians of London and the Royal College of Surgeons of England and is governed by representatives of many medical and scientific institutions. It is a centre for research and information on Cancer and carries on continuous and systematic investigations in up-to-date laboratories at Mill Hill. Our knowledge has so increased that the disease is now curable in ever greater numbers.

LEGACIES, DONATIONS AND SUBSCRIPTIONS
are urgently needed for the maintenance and extension of our work.

Subscriptions should be sent to the Honorary Treasurer, Sir Holburt Waring, Bt., at Royal College of Surgeons, Lincoln's Inn Fields, London, W.C.2.

FORM OF BEQUEST

I hereby bequeath the sum of to the Imperial Cancer Research Fund (Treasurer, Sir Holburt Waring, Bt.) at Royal College of Surgeons of England, Lincoln's Inn Fields, London, W.C.2, for the purpose of Scientific Research, and I direct that the Treasurer's receipt shall be a good discharge for such legacy.

What's the tie up . . .

. . . between Lillet and a knotted handkerchief? Just that the **simplest** *and* **best cocktail*** *is also the most easily remembered. So don't hesitate, order—*

GIN AND

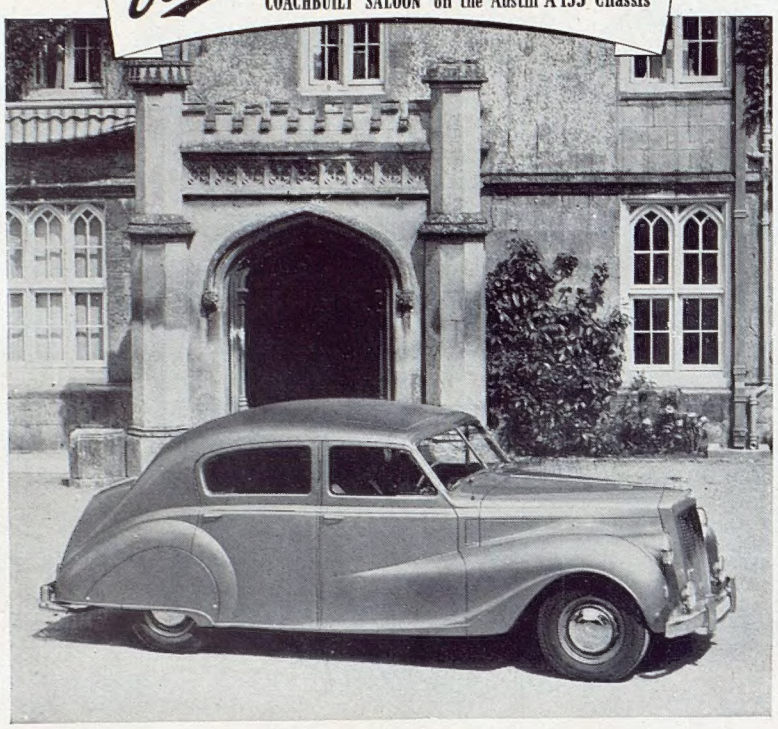
LILLET

★ *Two thirds gin and one third LILLET. For added piquancy try a dash of Anisette (Marie Brizard).*

TWISS & BROWNINGS & HALLOWES LTD., 5, LAURENCE POUNTNEY HILL, LONDON, E.C.4

THE Vanden Plas PRINCESS II

COACHBUILT SALOON on the Austin 'A 135' Chassis



A Car of the Future

The "Princess II" remains basically the same as its predecessor but embodies an improved specification and several interesting new design features which will more than uphold the tradition for comfort, elegance and quality already established by the earlier model.

Austin A 135. Princess II Saloon. Price £1,625, plus £452 2s. 9d. Purchase Tax
Austin A.135. Princess II Touring Limousine. Price £1,750, plus £486 17s. 3d. Purchase Tax

VANDEN PLAS (ENGLAND) 1923, LIMITED, KINGSBURY WORKS, KINGSBURY, LONDON, N.W.9.
Telephone: COLINDALE 6171-2

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1.*

BOGNOR REGIS, Sussex. ROYAL NORFOLK HOTEL

For the sun, the sea and the South Downs. 3-acres grounds, Restaurant, Cocktail Bar, Lift. Dancing, Tennis, Golf. First-class cuisine and wines. Tel.: 2241. (Under same direction: The Stafford Hotel, St. James's Place, London, S.W.1.)

BROADWAY, WORCS. THE LYGON ARMS

Always in season, though there are many who feel its mellowness is enhanced when the curtains are drawn, for it is then they appreciate the log fires, cooking in the best English tradition, and a pleasantly warmed bedroom complete in its comfort. Tel.: 5.

CASTLE HOTEL, DEGANWY, North Wales

An excellent hotel for a well-earned Holiday. With its fifty comfortable bedrooms, this pleasantly situated hotel on the Conway Estuary offers peacefulness and plenty in the shape of golf, fishing, boating, with bowls and riding nearby. Tel.: Deganwy 83358.

THE ROYAL CLARENCE HOTEL, Exeter

"The Gateway to the West." A beautiful old eighteenth-century coaching house in the quiet of the Cathedral Close packed with the relics of a more leisured age, yet with every modern amenity. Well-appointed bedrooms. Restaurant, Cocktail Lounge, Lift. P.O. phones all rooms. R.A.C., A.A. Tel.: 4071/2.

FOLKESTONE, PRINCE'S HOTEL

For air that braces, sun that tans, cooking that pleases, cocktails that cheer and nights of restfulness. A first-class hotel for long or short holidays. Sunny sheltered position. Fully licensed. Tel.: 2850.

SCARBOROUGH, ROYAL HOTEL

Planning a sunny, bracing holiday this year? Write Tom Laughton, Resident Director of this superbly situated hotel, providing excellent food, delightful surroundings, light music, dancing and comprehensive holiday amenities. Early application is essential. Terms 28/- to 39/- per day. Tel.: 1046.

SOUTHERNESS-ON-SOLWAY (by Dumfries 16 miles) THE PAUL JONES

"The Village that is an Hotel." Splendid Fishing on Loch Kindar (best in May and June); superb 18-hole Golf Course, open all the year. Bathing, Tennis, Bowls. Write for detailed Brochure. Tel.: Kirkbean 226.

TORQUAY'S GRAND HOTEL

Grand in name, grand in position, grand in everything it offers.

With a view to a grand family holiday this year, write O. R. Paul, for detailed brochure. Telephone: 2234.

THE SPA HOTEL, ROYAL TUNBRIDGE WELLS

Faces the south and the sun, 400 ft. up in 65 acres of park land. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).

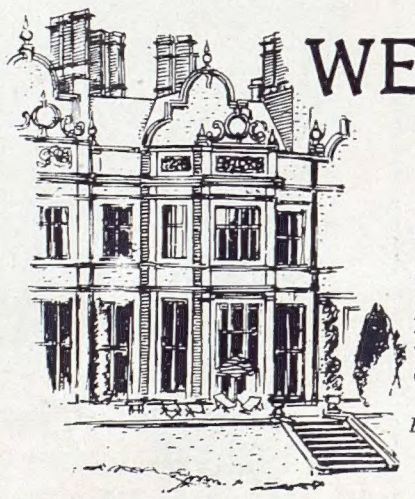
OATLANDS PARK HOTEL, WEYBRIDGE, SURREY

Only 30 minutes from London. Golf, Tennis, Squash, Bowls, and Dancing—all free to Residents. 150 Rooms (many with private bath) and self-contained suites. Central heating. Moderate inclusive terms. Weybridge 1100

THE ORIGINAL *Swiss* PROCESS CHOCOLATE

Famous since 1826!

SUCHARD CHOCOLATE LTD. LONDON, S.E.16



WELCOMBE

HOTEL

STRATFORD - UPON - AVON

Shakespeare's genius immortalised not only his memory but the Countryside he knew so well in leafy Warwickshire, especially at the Welcombe Hotel, the beautiful grounds of which were once part of his estate.

Enquiries for accommodation will receive the personal attention of the resident Manager.

The Hotels Executive, British Transport, London, N.W.1

I wonder!

if you know that the FUTURE of 5,000 children in our family depends on YOUR HELP

A VOLUNTARY SOCIETY NOT STATE SUPPORTED

Gifts and Legacies gratefully received

CHURCH OF ENGLAND

CHILDREN'S SOCIETY

formerly

WAIFS AND STRAYS

Old Town Hall, Kennington, S.E.11

1881 | 70 YEARS OF WORK FOR CHILDREN | 1951

WELL TAILORED COMFORT

Coat shirts by VANTELLA

COTELLA LTD., OXFORD ST., W.1

GOLF · TENNIS · BOATING · BATHING · RIDING · CASINO

There's everything at—

KNOKKE-ZOUTE

Belgium's beautiful Holiday Playground

Good food and wine—glorious golden sands—sun—sea and pine-scented air. Lovely walks—everything for your health and enjoyment. Here's a holiday to build you up for next winter!

FREE! *Send to-day for illustrated literature*

In England: SABENA, 205, Regent Street, London, W.1

In Belgium: Official Committee for Tourism, KNOKKE-ZOUTE

DEAUVILLE

"LA PLAGE FLEURIE"

AT WHITSUN

CASINO

Opening May 2nd

NORMANDY HOTEL · ROYAL HOTEL · HOTEL DU GOLF

JUNE *The most beautiful month*
Each week, Galas at the Ambassadeurs
ALL SPORTS
GOLF • TENNIS • REGATTAS

JULY *The grand month for Sports*
Rally of the Royal Aero Club of Great Britain
International Horse Show • International Regattas
International Bridge Tournament • Pigeon Shooting
Tennis and Fencing Tournaments.
At the NEW GOLF (2 Courses)
Week-end at Buck's Club
Senior International Championship.
The "Thion de la Chaume" Cup.
Golf & Tennis Competition between British & French M.P.'s.
Racing at Clairefontaine.

AUGUST
Horse Racing on 2 Race Courses.
Sale of Yearlings.
Polo: Mondiale Cup (Latin America)
8 Grand Galas at the Ambassadeurs
France-Latin America—Du Figaro
Franco-Egyptien.

SEPTEMBER
NEW GOLF Gold Cup and De Ganay Cup.

REGULAR AIR SERVICE
FROM LONDON AT WHITSUN

JUNE *Week-end Services.* **JULY** *Daily Services.*
AUGUST *Twice-Daily Services.*

AIR FRANCE *Apply for Information* **B.E.A**

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

THE MAN WHO KNOWS what he wants, the particular man, usually gets the best attention. A man who doesn't care what he drinks may not even care where he drinks it; and Frank or Reggie or Ernest who serves him knows this perfectly well.

You can always earn respectful attention by asking for White Horse by name. The splendid qualities of this whisky; its softness, its smoothness, its deep afterglow; are as well understood on the active side as they are on the leisurely side of the bar.

Ask for White Horse and see that you get it. The next time you drop in, it will be: "Let's see, sir, yours is White Horse." The third time, in all probability, it will be simply: "Good evening, sir." And a glass of this most noble whisky will be silently set before you.

WHITE HORSE

Scotch Whisky

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MARCH 31, 1951. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.